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HONGKONG, SATURDAY, APRIL 18TH, 1925

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號八十月四年四十國民華中

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### TIME-TABLE.

#### WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	7.00	9.36	10.41	12.11	1.30	4.54	5.48	7.21
Tai Po	7.10	9.46	10.51	12.21	1.40	5.04	5.58	7.31
Tai Po Market	7.21	9.58	11.04	12.34	1.50	5.14	6.08	7.41
Fanning	7.32	10.09	11.15	12.45	2.00	5.24	6.18	7.51
Shenaghai	7.43	10.20	11.26	12.56	2.10	5.34	6.28	8.01
Shumchun	7.54	10.31	11.37	13.07	2.20	5.44	6.38	8.11

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	7.54	10.31	11.37	13.07	2.20	5.44	6.38	8.11
Shenaghai	7.43	10.20	11.26	12.56	2.10	5.34	6.28	8.01
Fanning	7.32	10.09	11.15	12.45	2.00	5.24	6.18	7.51
Tai Po Market	7.21	9.58	11.04	12.34	1.50	5.14	6.08	7.41
Tai Po	7.10	9.46	10.51	12.21	1.40	5.04	5.58	7.31
Shatin	7.00	9.36	10.41	12.11	1.30	4.54	5.48	7.21
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10

#### SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	7.00	9.36	10.41	12.11	1.30	4.54	5.48	7.21
Tai Po	7.10	9.46	10.51	12.21	1.40	5.04	5.58	7.31
Tai Po Market	7.21	9.58	11.04	12.34	1.50	5.14	6.08	7.41
Fanning	7.32	10.09	11.15	12.45	2.00	5.24	6.18	7.51
Shenaghai	7.43	10.20	11.26	12.56	2.10	5.34	6.28	8.01
Shumchun	7.54	10.31	11.37	13.07	2.20	5.44	6.38	8.11

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	8.12	10.58	11.40	13.00	4.17	5.20	5.40	6.08
Shenaghai	8.19	10.45	11.47	12.57	4.24	5.27	5.47	6.16
Fanning	8.23	10.49	11.51	13.01	4.28	5.31	5.51	6.20
Tai Po Market	8.33	10.59	12.02	13.12	4.38	5.41	6.01	6.30
Tai Po	8.37	11.04	12.07	13.25	4.42	5.45	6.05	6.34
Shatin	8.51	11.17	12.21	13.38	4.56	5.59	6.19	6.48
Yau Ma Tei	9.02	11.29	12.33	13.50	5.07	6.10	6.30	6.59
Kowloon	9.11	11.37	12.41	14.08	5.15	6.18	6.38	7.07

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
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Shenaghai	7.43	10.20	11.26	12.56	2.10	5.34	6.28	8.01
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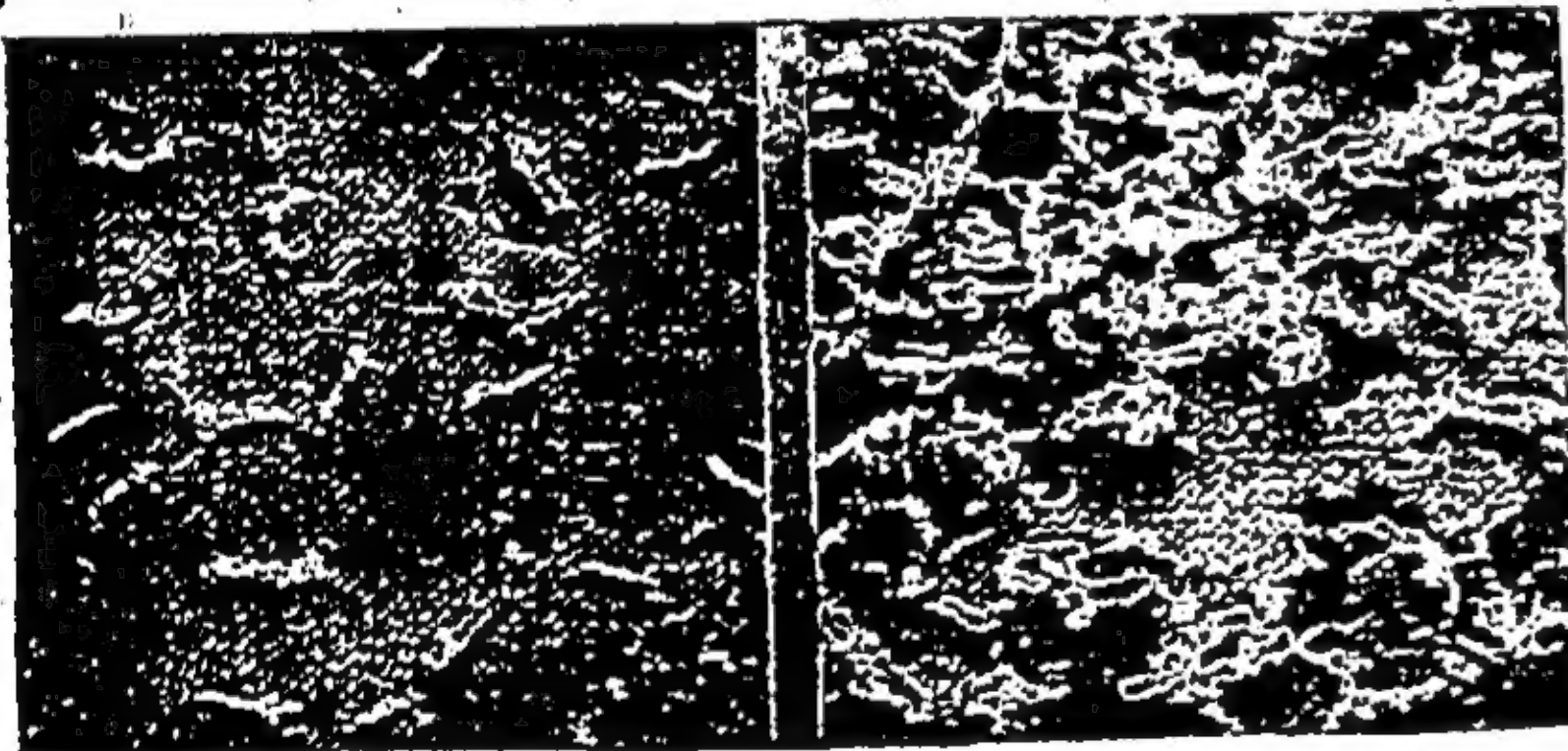
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## GOLF.

### THE LONG-DRIVING CHAMPION.

#### SMITH AND HIS METHODS.

[BY A SPECIAL CORRESPONDENT OF "THE OBSERVER"]

Mitchell has won a driving competition at San Antonio, Texas, with an average drive of 307 yards, the longest of his three shots measuring 312 yards. This easily beats anything yet accomplished in the British Long-Driving Competition, which takes place during the Open Championship week. It is rather a curious fact that Mitchell, who is one of the world's longest drivers, has never won the competition in this country, and yet, if there were any wagering on the event, he would start joint favourite. On the three occasions that the competition has been held, it has been won by an amateur—twice by J. Smith and once by Mr. Wethered. Smith, who is an artisan golfer of the Castleside Forest, has recently joined the professional ranks, and under the guidance of Duncan, at Wentworth Park, there is every prospect of this new recruit to golf becoming a player of repute. Oddly enough, Smith and Mitchell were trained in the same golfing school at Forest Row, but neither has seen much of the other, and the two have never played together. Only in two respects do their methods of striking the ball correspond. Both hit extraordinarily hard; in fact, the on-looker it seems very much like "pressing," a thing we are told that we must not do. Apparently "pressing" has different meanings when applied to different people. When Ray Mitchell, Smith, Mr. Tolley, and Mr. Wethered lash out they are only calling upon their reserve of power; when the ordinary man tries to get a few extra yards he is called a fool for his pains. And the description is generally correct, because he is almost sure to make a mess of it.

#### WHITCOMBE'S ADVICE.

On the subject of "pressing," Ernest Whitcombe has some sensible advice to offer. He says that owing to the fact that certain men hit the ball such colossal distances, "the golfing world has been dragged into the belief that little else counts so long as the ball is habitually transported to the neighbourhood of the 300 yards mark. It is a subtle form of poison which inevitably destroys its victim. The vast majority of golfers, principally by reason of the lack of the necessary strength, and also because they are not in a position to devote a lifetime to the hitting of a golf ball, will never drive as far as Mitchell. Whitcombe says there is a limit to the distance which the average golfer can reach, and, having discovered that limit, he should stick to it. He may, without seriously attempting it, pass the limit, but that is all to the good, because he will know that the additional yards have been obtained not by extra exertion, but by sweeter and cleaner hitting of the ball. Therein lies the secret of successful golf." In his own case, Whitcombe says he often drives 230 yards, sometimes farther, but the limit he sets himself is 210 yards. Naturally, circumstances occasionally arise when he has to call upon his "reserve of power," and in these instances he takes particular care to swing slower and to delay the extra effort until the very last second before impact.

The one other point of agreement between the driving styles of Mitchell and Smith concerns a somewhat unusual action of the right hand at the top of the back swing. The shaft is allowed to drop into the web formed by the thumb and the first finger, and in Mitchell's case the camera shows the finger pointing straight to the heavens. Halfway on the downward swing position is regained, the shaft, hitherto being firmly caught by the thumb and finger, and pressure of a vice-like character exercised for the on-coming blow. This is what is known as the "sliding grip," a form of hold which Duncan regards as highly dangerous, because of the probability in the natural anxiety to regain possession of the club, of the shaft being seized in the wrong position and at the wrong moment. However, Mitchell and Smith seem to practise the "slide" without coming to much harm.

#### THE UNKNOWN.

When Smith, then a gardener, went to Sandwich three years ago to try his luck in the long-driving "championship," he was absolutely unknown. He won with two counting shots measuring 371 yards and 300 yards respectively. When next he competed at Hoylake last year, he won again, with three counting shots, measuring 236, 247 and 244 yards respectively. In a difficult wind he was one of only about a dozen men out of a hundred who kept all four shots within a delimited fairway, fifty yards wide. Evidently Smith possesses the two qualities that matter in driving—great length and accuracy. How does he do it? In a talk I had with Smith at Bramshott, recently he was quite emphatic that the "secret," if any, was to be found in the right hand. "I hit as hard as I possibly can with the right, leaving the left hand to act as a guide."

This is in direct conflict with the accepted teaching—that the left hand (really the back of it) should do the hitting, with the right acting as a support. Smith ignores and flouts all this. Like most people his right hand and arm are the more powerful, and he sees adequate reason why he should subjugate them to the weaker members. Smith adopts the over-lapping grip, but it is not quite the same as that employed by the recognised masters. In their case the shaft is held in the joints of the fingers with the palms wrapped lightly round the handle. Smith reverses the process, for he grips the club in the palm especially with the "right hand," which is under the shaft. This was the method of Mr. John Ball, the only difference being that he did not overlap. Smith combines the old and the new in rather an exceptional manner.

#### A BODY THROST.

If the "secret" of his long driving stopped there, I am afraid there would not be much in it; in fact, it would sound very commonplace. But Smith calls another part of his body to his aid—the right thigh. Immediately on impact between clubhead and ball Smith gives a quick forward thrust of the thigh, thus, as he says, giving additional momentum to the shot. (Continued at foot of next column.)

## TO THE POLE BY AIR.

### CAPTAIN AMUNDSEN'S ARRANGEMENTS.

In conversation, at Copenhagen last month, both Captain Roald Amundsen and the Norwegian airman, and M. Riiser Larsen stated that the flight to the Pole has now been finally decided on. Captain Amundsen has made contracts with the firm manufacturing Dornier aeroplanes near Bielefeld for the construction of two aeroplanes and with Rolls Royce, Limited, to furnish the engines. The aeroplanes were shipped from Leghorn early in March to arrive at Tromsø at the beginning of April, when also the members of the expedition were to arrive there.

Besides the six persons who will form the crews of the aeroplanes, the expedition will consist of M. Schulte Frohlinde, the manager of the aeroplane company, under whose supervision the machines will be put together, two meteorologists, a doctor, and some mechanics from the Rolls Royce firm, together with the crew of the mother ship *Fram*. From Tromsø the expedition will proceed to King's Bay, Spitzbergen, from which place the aeroplanes will be piloted by Captain Amundsen and Mr. Elmsworth, an American. The machines can carry petrol for a distance of more than 1,600 miles. The distance from Spitzbergen to the Pole is about 800 miles, and the flight is expected to take seven hours. The expedition will remain 12 hours at the Pole, just sufficient time to make the necessary observations.

## SIBERIAN GOLD QUEST.

### GHASTLY STORY OF FAMINE AND CANNIBALISM.

A ghastly story of the adventures and sufferings of victims of the gold fever in the Yakutsk Province, of Siberia is given in the *Amourskaya Pravda*. As already reported, the discovery of unusually rich gold deposits at Tomot, on the River Aldan, has completely turned the heads of the inhabitants of Siberia. For more than a year a stream of intending diggers has poured towards the new El Dorado from every side.

The remnant of one party which struggled through to Tomot stated that, like many other gold-seekers, they and their comrades lost their way in the jungle and wandered about till they had exhausted all their supplies of food. They even ate the tops of their boots. Then came a moment when the whole party appeared doomed to death from famine. The desperate situation was discussed in all its aspects, and after many hesitations it was decided to consume the bodies of those of the party who died of sickness or exhaustion. The legs and arms of a dead Chinaman were cut off, boiled, and devoured.

Finally, however, all the available human flesh had been consumed, and no further member of the party had died. By this time the adventurers had, almost accustomed themselves to a cannibal diet, and apparently no longer recoiled from the thought of killing one another for food. It was decided to cast lots as to who should die to save the rest from starvation. The lot fell on a man who was accompanied by two women. By their entreaties the young men persuaded the wanderers to wait yet one more day before their father was sacrificed. This delay saved the life of the pre-destined victim. Before the fatal term had expired a dead horse was encountered, and on the flesh of this animal the party kept themselves alive till they succeeded in reaching Tomot.

## "HOP, HOP, HOP."

### COMMONS TELEPHONE JOKE.

In the House of Commons, last month, Sir H. Brittain (U. Acton) asked under whose instructions the reiteration of the numerals in certain cases in telephone calls was introduced, and for what reason.

Viscount Wolmer (Assistant Postmaster-General): The present method of passing telephone calls was introduced under the authority of my immediate predecessor and on the recommendation of his technical advisers for the purpose of helping the telephonists to locate more quickly the number on the switchboard and to minimise the danger of wrong connections.

Sir H. Brittain: Does the hon. member not think it an unnecessary change? Is it not easier to say "One-o-six-Hop" instead of "One-double-o-six-Hop"?

Lord Wolmer: What the hon. member should say is "Hop one-o-six." (Loud laughter.)

Sir H. Brittain rose to put a further question, but his observation was drowned by the laughter and cries, "Hop, Hop, Hop."

## JUDGE AND FATHER OF 12.

A man owing £80 and appearing on a judgment summons at Shoreditch County Court made an offer that Judge Cluer declared was "preposterous." "Debtor: I've twelve in family." Judge Cluer: "Then you ought not to have a family of twelve." Debtor: "It's my misfortune." Judge Cluer: "It's not misfortune. Don't appeal to me on those grounds. It's an injury to the country for a man in your circumstances to have such a family."

This is one of the chief characteristics of Kirkwood's style; as the clubhead is whipped round, the right side of the body is seen to give a "thrust." In neither Smith's nor Kirkwood's case is there the slightest sign of the left leg giving way under the pressure; rather does it stiffen and act as a fulcrum. Smith's future will be watched with interest, because a man who can drive such vast distances should make the game much easier for himself. Against the moderate driver, Smith starts with a real and also a moral advantage. In two years' time we shall know how he has used them.

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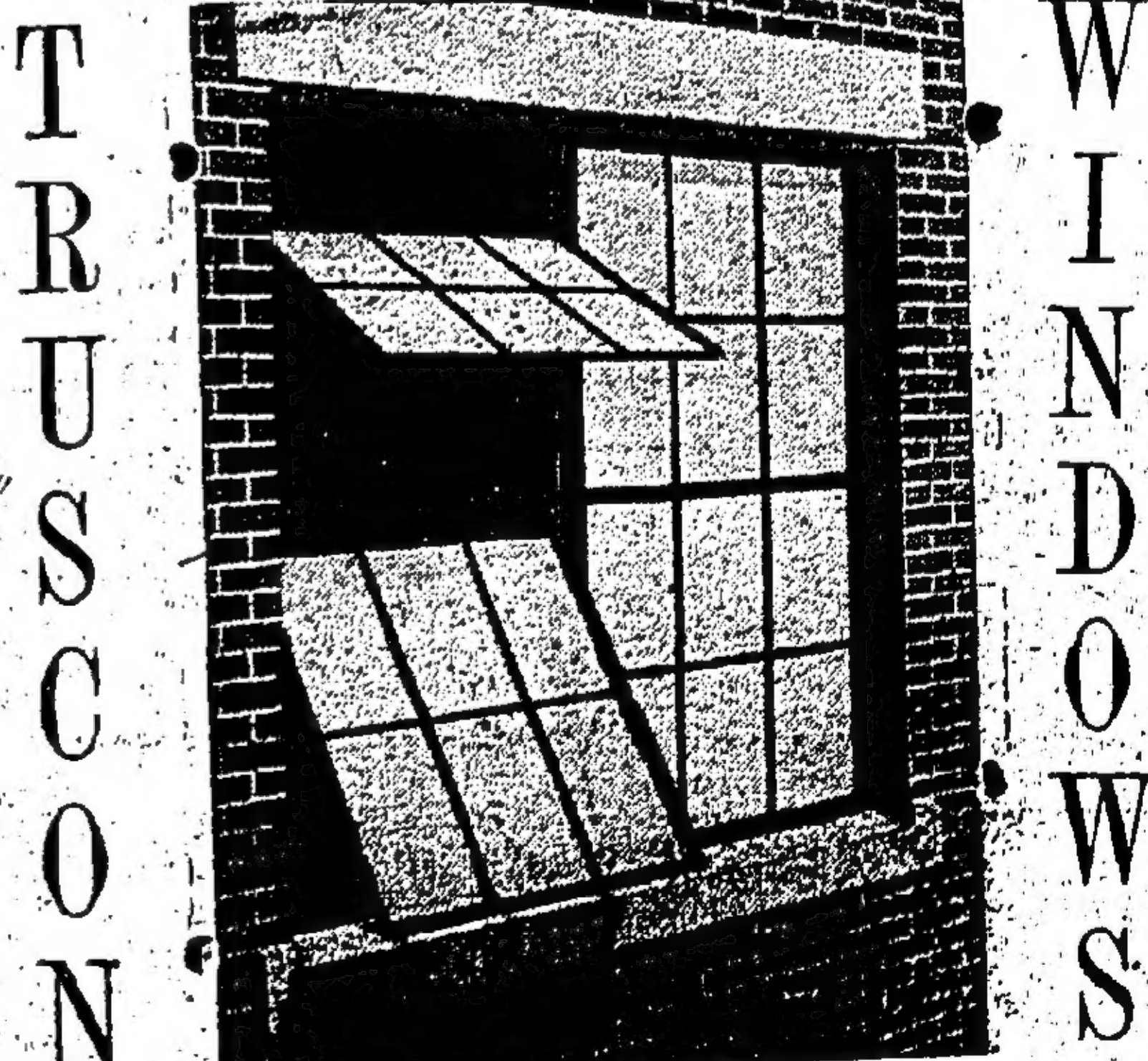
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TO-DAY, at 5.15 p.m. & 9.15 p.m.  
TO-MORROW (SUNDAY), at 6.00 p.m. & 9.15 p.m.

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The World's Greatest Drama of Love and Sacrifice  
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SEE JOHNNY HINES WITH ALL PEP AND FUN AS THE YANKEE  
JOCKEY FORGING TO VICTORY IN ONE OF THE MOST SPECTA-  
CLAR HORSE RACES EVER RECORDED ON THE SCREEN.  
THIS PICTURE PACKED WITH INTRIGUE WILL HOLD YOU SPELL-  
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FINAL SHOW TO-DAY, 5.15 p.m. & 9.15 p.m.  
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A GREAT HUMAN STORY THAT YOU WILL PLACE AMONG THE  
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## HONGKONG SHARE MARKET.

Messrs. Benjamin and Poits, in their  
weekly share report, dated April 17th,  
say:—

The market has been very active during  
the week and several stocks show signs  
of renewed strength.

The last cable quotation from London  
for rubber is 1/9½, but there is nothing  
doing in rubber shares locally.

Banks.—Hongkong & Shanghai Banks  
show no change either here or at home,  
and are steady locally at \$1,230 at which  
price a few shares have changed hands.

Marine and Fire Insurances.—Cantons  
continue in demand at \$757½ without  
attracting sellers. Unions have been  
dealt in to a small extent at \$372. Yang-  
tses have buyers at \$45, but no sales  
have been reported locally. China Under-  
writers are enquired for at \$2.30 after  
sales. Hongkong-Fires are wanted at  
\$656 and China Fires at \$200.

Shipping.—Hongkong, Canton and  
Macao Steamboats are offering at \$37½  
after sales at \$37½. Douglas Steamships  
are still obtainable at \$54. "Star"  
Ferries have not been dealt in and are  
probably procurable at \$87. Union  
Waterboats have changed hands at \$17½.

Refineries.—China Sugars are still  
weak and are offering at last week's quo-  
tation of \$66. Malabons have further  
risen and sales are reported at \$53.

Oils and Mining.—Langkats "Com-  
bined" were sold to Shanghai at the  
reduced rate of Tls. 28½. The "Single"  
continue in demand at Tls. 12½ and Ex-  
plorations were dealt in at Tls. 6.10.  
Benguet Consolidated have been booked  
at \$2.65 and more shares are obtainable.

Docks, Wharves and Godowns.—Hong-  
kong and Whampoa Docks are steadier  
at \$121. Shanghai Docks have improved  
to Tls. 127½. New Engineerings are  
wanted at Tls. 9½, at which business has  
been effected. Kowloon Wharves have  
come into strong demand and sales have  
been made up to \$194½.

Lands, Hotels and Buildings.—Hong-  
kong Lands have been in strong demand  
during the last few days. A large num-  
ber of shares were sold round about \$64,  
but the market has since strengthened  
to \$66. Humphreys' Estates are firm  
with buyers at \$200. Realities are better,  
and are now quoted at \$4.50. Hongkong  
and Shanghai Hotels have had a smart  
rise to \$10.

Electric Companies.—Hongkong Elec-  
tricity have advanced to \$75½ after sales at  
\$66. China Lights "Combined" are  
higher at \$21. The "Old" shares were  
booked at \$21 and the "New" remain in  
demand at \$19. Hongkong Tramways  
have been in strong request and have  
fetched up to \$11½.

Cotton Mills.—Two Mills have been  
sold to Shanghai at Tls. 12. Orientals  
are wanted and could probably be placed  
at Tls. 4, but shares are difficult to ob-  
tain. Shanghai Cottons are without  
change, being in demand at quotation.

Miscellaneous.—Green Island Cements  
have again been the medium of large  
business with sales made up to \$21½, but  
are weaker at the close with sellers at  
\$22. Dairy Farms have buyers at \$9½.  
A few transactions have occurred at the  
rate. Ropes "Combined" have come  
into favour with sales made at \$46 to  
\$47½, and are now wanted at \$48½. China  
Providents, on which a call of \$5 on  
the New shares has been paid, are now  
quoted at \$50 for the "Combined" and  
\$14½ for the "New." The Old shares  
remain unchanged at \$16½. Peak Tram-  
ways "Old" have slightly improved,  
being asked for at \$22½. Construction  
were sold at the reduced rate of \$4.

China Omnibuses have risen to Tls. 14.  
Forward Settlement Days.—23rd April  
(Tuesday), 24th May (Tuesday), 23rd  
June (Tuesday), and 26th July (Tues-  
day).

Exchange. The T.T. rate on London  
to-day is 2/3 and on Shanghai 70½.

## SUBSIDISING OF EXPORTS.

Mr. T. THOMSON (L. Middlesbrough,  
W.) asked the President of the Board of  
Trade in the House of Commons last  
month whether he would make it a con-  
dition, under the safeguarding of indus-  
tries proposals, that no industry should  
be entitled to the protection of a tariff  
which supplied goods for export at a  
lower price than it supplied the same  
goods under similar conditions for the  
home market.

Sir P. CUNLIFFE-LISTER replied that the  
comparison which the Committee to whom  
any application was referred would be  
asked to make would be between the  
prices at which foreign goods were being  
sold, or offered for sale, in the United  
Kingdom, and the prices at which cor-  
responding goods could be profitably  
manufactured or produced in Great  
Britain. Whether the question raised by  
the hon. member could arise in connec-  
tion with the price at which goods could  
be profitably manufactured in Great  
Britain, it would be for the Committee  
who had to take all relevant circum-  
stances into account to decide.

Captain WINGWOOD BARR (L. Leith):  
Does not the right hon. gentleman con-  
sider it necessary that there should be a  
safeguard against this protective duty  
being used to benefit the foreign com-  
petitor?

Sir P. CUNLIFFE-LISTER: The hon.  
gentleman suggests that no facilities  
should be given to a trader who is doing  
his best, under difficult circumstances, to  
maintain his foreign trade.

## GOLD BY AEROPLANE.

FLIGHT IN A SNOWSTORM.

An aeroplane of the Imperial Airways  
Ltd., piloted by Oily, and carrying 700  
kilograms (about 1,547lb.) of gold, flew  
to Basle last month. Despite a snow-  
storm, the flight from England was ac-  
complished in four and a half hours,  
being at the rate of 105 miles an hour.



Smiles

There are different kinds of smiles, sir,  
smiles of impudence, superior smiles, and  
smiles, and smiles of contentment which are  
rays of human sunshine, sir, like the Kensitas  
smile.

Yes, sir, you do smile when you smoke  
Kensitas.

You are contented because Kensitas are "as  
good as good cigarettes can be."

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**LANE-CRAWFORD LTD**  
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THURSDAY, 23rd APRIL.

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MEMBERS of the Society of St.  
George wishing to attend are  
requested to advise:—

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NOT LATER than NOON, 21st  
April, stating the number of seats  
required.

It is hoped that Members will  
be accompanied by their ladies.  
Owing to the limited space avail-  
able no guests can be invited.  
Further particulars can be obtain-  
ed from the Hotel Management.  
ENGLISHMEN resident in the  
Colony and not already members  
are cordially invited to join the  
Society.

L. S. GREENHILL,  
Hon. Secretary.

[2105]

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[1435]

## BRITISH GOVERNMENT SUBSIDIES.

Mr. Churchill (Chancellor of the Ex-  
chequer) informed Mr. Livingstone (L.,  
Western Isles) in the House of Commons  
last month that the only payments he  
was aware of which would fall under the  
description of subsidies and bounties to  
industries in the United Kingdom were  
as follows, the figures relating to the  
financial year ended March 31st, 1924:

Scottish Office, Hebridean Steam- er Services .....	£14,000
War Office, Light Horse-breeding Scheme .....	31,862
War Office, Mechanical Trans- port .....	320
Admiralty, Cunard subsidy .....	90,000
Air Ministry Civil Aviation .....	125,258
Sugar beet, guarantee for Home- grown Sugar Ltd. ....	19,500
Corn production, payments un- der Corn Production Acts (Hepburn) Act, 1921 .....	351

We want to create a new atmosphere in  
a new Parliament for a new age in which  
the people can come together.—Mr. Bald-  
win.

Parchment will fail; the sword will  
fail; it is only the spiritual nature of  
man that can be triumphant.—President  
Coolidge.

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#### HIGHER WAGES THAN ENGINEERS.

"To my mind it is a miserable spectacle to see a highly skilled and highly trained engineer getting wages much less than many entirely unskilled employees of a municipal corporation."

Sir Arthur Steel-Maitland, Minister of Labour, speaking at the Constitutional Club, recently, thus summed up a situation which for a long time has caused dissatisfaction in skilled trades and annoyance to ratepayers who have to provide money to pay exorbitant wages to unskilled municipal employees.

Men who collect the household refuse, a particularly easy form of labour, receive anything from £4 a week at Poplar to £6a. 11d. in those boroughs which pay the rate agreed to by the Joint Industrial Council, while men who scavenge the streets get anything from £4 a week at Poplar to £6a. 8d. per week. Here are some of the rates paid:—

Dustmen-Scavengers.	s. d.	s. d.
City Corpn.	64. 0	62. 0
Barnet Corpn.	69. 6	67. 6
Bethnal Green	75. 0	73. 0
Stonney	72. 10	65. 10
Shoreditch	70. 0	67. 6
Woolwich	70. 0	70. 0

In the provinces the rates of pay are nearly as high:

	s. d.	s. d.
Northampton	60. 8	47. 0
Birmingham	53. 11	51. 10
York	50. 0	57. 3
Brighton	58. 7	50. 7
Glasgow	61. 0	55. 0

#### HOLIDAYS WITH PAY.

At Southampton, where a dustman gets 49s. for a 47-hours week, he has 12 days' holiday a year with full pay, while if he is ill he receives half-pay for the first five weeks and quarter-pay for another five. On the other hand, a skilled worker in Southampton docks, such as ship's fitter, gets 57s. 6d. a week and no holiday or sick pay.

In Manchester, after six consecutive months' work, dustmen are entitled to contribute towards the superannuation fund, which provides them with a pension at 65, the corporation doubling their contributions.

As against these rates of pay in London and the provinces for this class of manual labour, highly skilled engineers are now receiving only 60s. 11d. per week and neither sick pay nor holiday money from their employers.

In many areas coal miners are getting £2 and less for exactly the same hours.

### POLICE COURT ITEMS.

An Indian soldier was formally remanded for work by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday on a charge of having in his possession 102 tins of raw opium. Bail was allowed in \$2,000, a friend of the accused saying he would act as sponsor.

At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton, a Chinese was sentenced to three months' hard labour and a fine of \$100 for having stolen some planks of wood from a hired girl in Sham Shui Po on the previous day. The police stated that defendant was captured after a chase.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, two Chinese, charged on remand, with having stolen some planks of wood from a contractor's yard in Sham Shui Po, were sentenced to six weeks' hard labour.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., one boatman was fined \$5, or five days' hard labour in default, for obstructing the Yaumatei Police Pier.

Before Lieut.-Comdr. G. F. Hole, R.N., at the Marine Court yesterday, two boatmen were each fined \$5, with the alternative of five days' hard labour, for dredging in the harbour.

### CINEMA NOTES.

#### WORLD THEATRE.

Alma Rubens, Conrad Nagel and Wyndham Standing, whose names are known to film-goers all over the world, are the screen celebrities in "The Rejected Woman," the Distinctive Pictures Production which will be seen at the World Theatre for four days' run, commencing Sunday. Leonora Hughes, famous dancer and beauty, has an important role.

In support of these four will be seen a high class cast, including George Mac Quarry, who has appeared in hundreds of pictures; Edna Lugoni, styled "the Hungarian Barrymore"; Antonio D'Alky, Polish Beauty; Mme. Laviolette, noted French actress; Aubrey Smith, the distinguished English actor; and Fred Burton, the well-known Broadway stage actor.

#### QUEEN'S THEATRE.

Carter, the much-travelled and much heralded magician and his company have been booked to appear for a short season at the Queen's Theatre beginning from April 24th. He is an American and he gives a full two and a half hours' entertainment which is lavishly staged, containing bewildering and clever illusions, magical conjuring feats, assisted by five talented assistants.

In "Camille" shown yesterday at the Queen's Theatre, Nazimova has the rôle of a woman of the underworld whom the love of a law student lifts to heights of devotion and sacrifice, and who, learning that her sweetheart has abandoned her, kills herself. It is a poignant tragedy that holds interest until the very end.

### CORRESPONDENCE.

#### RATIONALISM AND MODERN CHURCHMAN'S POSITION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—The article which I enclose appeared a short time ago in a Magazine called the *Modern Churchman* which is a Magazine to maintain the cause of Truth, Freedom and Comprehensiveness in the Church of England. At the top of the first page of every issue of this magazine you will find the two quotations:—

(1) By identifying the new learning with heresy, you make orthodoxy synonymous with ignorance—*Erasmus*.  
(2) A State without the means of change is without the means of its conservation—*Edmund Burke*.

There are many members of Christian Churches who conscientiously believe that Modernism is destroying the foundations of the Christian Faith. My own belief is exactly the contrary, and I am convinced that the future of the Church of England is in the hands of the Liberal Evangelicals and the Modernists.

On the question of the infallibility of certain Christian dogmas the modernist position is nearer that of Christ than is that of the orthodox Roman Catholic, many Low Churchmen and the majority of High Churchmen. The first belief in the infallibility of Papal decrees when uttered as *cathedra*, the second class hold the Bible to be infallible and the last regard as such the decisions of the oecumenical councils. The Modernist does not believe in the infallibility of the Pope, or of Holy Scripture or of oecumenical councils.

The modernist view tends more than the infallibility theories to elevate spiritual life because it makes men full back on the Holy Spirit and work with that Spirit in deeds and a life of that Spirit in truth, and thus rightness, knowing that truth is attained, only will spiritual life be attained, instead of resting on an external authority which may violate reason and conscience and drive educated and sincere men into indifference or opposition to the Christian Faith.

Modernists are not infallible nor do they claim to be infallible; but they do claim that it is their most earnest desire to learn the truth and to interpret that truth in the light of the Holy Scriptures, in the thoughts of men and in the workings of the laws of Nature and History. Such an attitude, of frankness, of not being afraid to say what we think, of not seeming to tell little lies in support of a great truth and of humility will make educated men and women more keen to support a right kind of missionary work. It will also make our personal faith and life more real, more strong and God-trusting.

The acknowledgment of God in Christ accepted by this reason, serves for these all questions in the earth and out of it.

Yours faithfully,

W. T. FEATHERSTONE.

The Diocesan Boys' School,  
Hongkong, April 17th, 1925.

(Enclosure.)

#### RATIONALISM AND THE POSITION OF THE MODERN CHURCHMAN.

(Continued.)

Labels are generally misleading. They mean different things for different people.

If I label myself a Modern Churchman, it is not that I altogether like the name, nor that I wish to label others as behind the times. Modern Churchmen consent to wear this label, as an indication of their belief that all men, from whatever era, may come, is part of a continuous revelation of God to man.

God, from His very nature, is always trying to reveal Himself more fully; man is so constituted that to follow the path of discovery is essential to a true life. When we speak of Revelation, we are thinking of a movement of God towards man; when we speak of man after God, we are thinking of the search of man after God. Revelation and Discovery have progressed, and Professor Soddy, let us say, is a more reliable guide on scientific questions than the writer of Genesis, or even that Galileo. Shall we then scrap the Old Testament altogether? That would be as foolish as to insist that Biblical science must be accepted by all Christians in the teeth of modern discoveries. The value of the Old Testament is religious, not scientific. In the Old Testament (and remember we are concerned with a library, the contents of which cover a period of more than a thousand years) we have the record of this double process of Revelation and Discovery. We see a growing knowledge of the character and will of God. The pictures of God in the Old Testament are not all equally true. If a man tries to get at the true picture of God by putting together all that the Bible says of Him, the result will be confusion. Some of the actions stamped in the Old Testament with the divine approval are on a level with the worst crimes of the German army in Belgium. In the great Prophets, on the

other hand, we find teaching, which reaches sometimes to the Christian level.

In Jesus Christ we have the true picture of God's character. That is the conviction of the New Testament writers and of Modern Churchmen. Now Christ definitely sets aside some Old Testament teaching as immoral. He repudiates, for example, the law of revenge (an eye for an eye and a tooth for a tooth), and it will be a great day for the Churches when this is universally recognized. It follows, then, that the whole of the Old Testament is not binding upon us to-day. As Christians we are concerned only with Christ's teaching, and spirit. Nothing which falls below the level of that teaching, or is out of harmony with that spirit, is to be accepted. In Christ, His spirit—in Christ Himself, we see revealed the character of God. Christ is the answer to the just question: What is God like? He is "The Portrait of the invisible God." By the picture of God which Christ presents, the truth or falsehood of all other pictures must be judged.

Many have come to recognise the value of scholars' work on the Old Testament; they admit the result to have been not loss, but gain; they see that to treat the books of the Old Testament "like any other book," to apply to them the ordinary methods of criticism and research, is the sure way to discover whatever extraordinary or unique in their teaching. We understand now that the Old Testament is inspired because it was written by inspired men, and for no other reason. But we are quite clear that an inspired writer, 3,000 years ago was no more magically protected from mistakes than an inspired writer of to-day. In the case of the Old Testament this is now, pretty generally admitted. Of the New Testament it is no less true. A hard and fast line cannot be drawn. Inasmuch as the writers of the New Testament stand nearer to the events which they describe, the evidence for those events may be thought to be so far better, yet complete certainty is no more divinely guaranteed for the New Testament than for the Old. We are concerned here not with what might have been, but with what we should have expected or preferred, but with what actually is.

Take, for instance, the question of New Testament miracles. Absolute proof, that some alleged miraculous event either did or did not happen, as described is never obtainable. In order to reach even to some degree of probability, the question must be approached from many sides. The New Testament writers expected miracles; the older defenders of Christianity saw in miracles the strongest proof that the Christian religion was true. To-day the position is different. For many of us, miracles are a difficulty, not a help. We see God not in the inexplicable, but in the extraordinary, the spectacular, but in the whole ordered course of nature and history. To find God only "in the gaps" is to see Him less and less as the gaps in our knowledge are filled up, and to run the risk of last of driving God altogether from the world. The Modern Churchman believes that what are termed the miraculous cures of Christ happened, but in the whole ordered course of nature and history. 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## VOLUNTEERS ON PARADE. INSPECTION BY MAJOR-GENERAL LUARD.

### ADDRESS TO THE TROOPS.

H.M. Major-General C. C. Luard, C.B., C.M.G. (the G.O.C. the Forces in China), carried out the annual inspection of the Hongkong Volunteer Defence Corps on the Murray Parade Ground yesterday evening.

Altogether there were between 500 and 600 officers, non-commissioned officers and men on parade under the command of Lt.-Col. L. G. Bird (the Commanding Officer of the Defence Corps). Prior to the inspection, the Corps paraded at the Volunteer Headquarters and headed by the Scottish pipers and drums marched to the Murray Parade Ground, where the inspection took place at 8 p.m. The various units present took up position in the following order:—The Artillery Company, Mounted Infantry and Armoured Car Section were drawn up with their backs to the Cathedral; while on their right flank, facing the road leading to the Peak Tramway, were the Engineers, Machine-Gunners, Infantry, Scottish Company, and Reserve Company and the Pipers.

On the arrival of Major-General Luard, who was accompanied by his A.D.C. and other staff officers, the Corps came to attention and then to the slope, which was followed by the "general salute." After the G.O.C. had carried out a thorough inspection of the different units, the march past was carried out, following which the Corps reformed into position and standing at attention were given a short address by the General.

The inspection was witnessed by a very large number of spectators, who filled the matched, which was kindly placed at the disposal of the friends of the Volunteers, by the courtesy of the Officer Commanding the 1st Battalion East Surrey Regiment; while a large concourse also filled the road and the space around the parade ground.

### "THE G.O.C.'S ADDRESS."

Major-General Luard, in his address, after paying fine tribute to the efficiency of the Corps, and warmly complimenting the officers and other ranks on the smartness and cleanliness of their turn out, said:—"Your strength last year was 310. Your strength this year is 452. This increase is very satisfactory. It is not due to any special circumstances, but to solid work on the part of Officers, N.C.O.s and men of the Corps in showing that the Corps is a real and solid contribution to the protection of the community. This is appreciated by the community and I hope that it will lead to a further increase. But remember that numbers, without efficiency, are not enough."

"In the Artillery Company, the formation of an additional Section from Taikeo is most satisfactory. This Section was the inter-section shoot at Taikeo, where both Sections did very well."

"The reorganization of the Engineer Company has placed this unit in a good position to meet the present day requirements of the Corps. The Field Company Section, though only formed last year, have done good work including 3 weeks end camps. The unit is keen and turns out well for any show."

"The Mounted Infantry Company is full of life. The importance of horsemanship must be remembered; keep your ponies fit to go on service. It is difficult with a China pony, but do not try to shove too fast."

"The armoured lorry is a great accession to the strength of the whole corps. I hope it will induce recruits to join up."

"The Machine-Gun Platoon under modern conditions is one of the most valuable units. Remember that gun teams must be expert, and yours are, as was shown in the field firing at Fanning Camp."

"The Infantry are the backbone, as always. Infantry work is not always so exciting or interesting during peace time as that of other units, but you must stick to it and not mind that. Remember that the Lewis Gun is becoming more and more the weapon of Infantry, and a high standard of skill with it is necessary."

"The Reserve Company will form cadres on which the Corps will expand in emergency. It is absolutely necessary, and I hope all will join as time for active service passes."

"I am glad to see the Pipe Band on Parade, it constitutes a valuable part of the Corps. I congratulate you, Colonel Bird, and your headquarters on the results which this parade shows you have attained, and I hope that, with the continued support of the community, next year will show as big an improvement in the Corps under your command."

At the conclusion of the G.O.C.'s address, the Corps formed into column of route and marched back to the Volunteer Headquarters, where they were dismissed, after being complimented by Lt.-Col. Bird on the efficient and smart way in which they had carried out the parade.

## SON'S FILIAL PIETY. COURT STORY OF DEATHBED VOW.

At the Central Magistracy yesterday, before Mr. J. R. Wood, a young Chinese, named Li Yun, was charged with the possession of an automatic pistol and 99 rounds of ammunition.

Mr. T. G. Bennett appeared for the defence. Sergeant Kennedy stated that the defendant was seen entering the Hau Tak Wharf, Connaught Road Central, at 5-45 p.m. on Thursday. A search was carried out in the usual manner, and in a parcel, which defendant was carrying under his arm, were found 99 automatic and dum-dum cartridges. On being questioned as to where the revolver was, defendant pointed to a package of nuts and said it was there. When the package was opened, the revolver was found concealed in the nuts.

Defendant made a statement when charged at the Central Police Station to the effect that about nine or ten years ago his father was assaulted by a man in Kowloon. When defendant's father died, he asked defendant to purchase a revolver and take revenge. For this purpose, defendant stated that he bought the revolver and ammunition in America and was on his way to carry out his father's instructions when arrested.

Mr. Bennett stated that the defendant was a laundryman on board the s.s. *Empress of Australia* and was on his way to his country, with the intention of rejoining the ship on the next voyage. Defendant had made a statement to him which was to the same effect as that made to the police.

Inspector Purdon stated that he had no instructions as to whether he should ask that the case be dealt with summarily or otherwise. He asked for a remand for a few days in order that further inquiries could be made.

The question of bail arose and His Worship stated that he did not feel he could allow bail.

Mr. Bennett said that this was not a very serious case and that it was a thing that happened in almost every country. It appeared to him that it was a case in which the police should ask His Worship to deal with the man summarily. The man might be able to find bail for a thousand dollars.

His Worship requested the police to consult Mr. King on the matter. On their return, it was stated that Mr. King desired the man to remain in police custody pending further inquiries. His Worship remanded defendant until Monday morning.

## INTIMIDATION CHARGE.

### STORY OF CONSPIRACY IN A MATCHED.

Three Chinese appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday on a charge of having obtained money by intimidation from Taang Fu, a stonecutter, of Argyle Street.

Complainant said that he went to Sham Shui Po on April 7th to visit a clansman, but could not find him in the matched where he had been informed that he was living. In the matched he found two of the defendants who seized and assaulted him. They demanded \$30 which was eventually reduced to \$13. They then produced a document which he was forced to sign, its contents being to the effect that it was a bill of \$13 owing by him to one of the defendants for work done. One of the defendants accompanied him to Yau-mat where he intended raising the money, but failed to do so. Since then the defendants had daily come to his home, threatening that they would rip him to pieces if the money was not forthcoming on April 12th.

On that date witness took a \$10 note to the police station where it was marked by an inspector. He then went to a tea shop where he had arranged to meet the defendant. All three were then arrested by detectives who were present.

The first defendant said that he had only acted as guarantor. He had not seen complainant being assaulted in the matched but did see the second defendant write out the document which complainant signed.

The second defendant said that he worked with complainant last year, and lent him \$13, which he demanded when he again met him. He denied having written the document. The third defendant said that he was a friend of the second defendant but had nothing to do with the matter.

The case was adjourned until this morning.

## LOCAL SPORT.

### FOOTBALL.

The following games are down for decision to-day:—

### HONGKONG LEAGUE.

#### Division II.

South China "A" v. St. Joseph's "B." Sookunpoo ground, at 3 p.m. Referee: Mr. Smyth.  
East Surrey Res. v. University Sookunpoo ground, at 4.30 p.m. Referee: Mr. Marfell.

### LAWN TENNIS.

#### H.K.C.C. TOURNAMENT.

#### YESTERDAY'S GAMES.

The lawn tennis tournament in connection with the Hongkong Cricket Club was continued yesterday when the results were as follows:—  
Open Championship Singles.—Lau Fook Ling beat S. Sudo, 6-1, 6-0; M. W. Lo beat A. S. Hett, 6-3, 6-2, 6-1.  
Handicap Singles "A."—E. Grimbale (+1/6) beat H. King (+2/6), 7-5, 6-4.  
MONDAY'S MATCHES.

The following games are down for decision on Monday:—  
Mixed Doubles.—Mr. and Mrs. R. M. Smith v. Mr. and Mrs. Woodward.  
Open Doubles.—A. S. Hett and G. R. Sawyer v. H. D. and S. A. Rumjahn.  
Handicap Doubles.—W. Ironside and C. C. Hickling v. P. H. Bonnerman and G. van Egmund.  
Open Championship Doubles.—C. and J. Chou v. Ng Sze Cheung and Yung Hin Lun; Dr. J. Aubrey and Dr. D. B. Gawler v. F. H. Henslowe and H. C. Gould.  
Handicap Singles "B."—H. A. Armstrong v. D. D. Dryden.

### BILLIARDS.

#### CHAMPIONSHIP OF COLONY AT V.R.C.

In the amateur billiards championship tournament of the Colony the semi-final between Mr. P. Yvanovitch and Mr. Ng Sze Cheung is to be played at the Victoria Recreation Club on next Wednesday evening. The winner of this match will meet Mr. S. C. Kwok, the other semi-finalist, on Monday, April 27th. On Wednesday evening, April 23rd, the challenge round, in which the holder of the championship, Mr. A. J. Osmund, will meet the winner of the qualifying final, is down for decision to decide who shall hold the championship title for the ensuing 12 months.

### CRICKET.

#### K.C.C. v. C.S.C.C. "A."

The following have been selected to represent the K.C.C. at home at 2 p.m. to-day:—C. C. Lyall, P. Goodwin, A. A. Dwyer, S. Jey, Geo. Lee, A. W. Ramsay, A. R. F. Raven, L. A. R. Duncan, W. F. J. Gorvin, E. G. Renton, and A. J. Kew.

### TUTORIAL INSTITUTE.

#### YESTERDAY'S SPORTS MEETING.

The annual sports of the Hongkong Tutorial Institute were held yesterday at the Queen's College Recreation ground, Causeway Bay. There was a large gathering present including: Messrs. Lai Sun Yui, chairman of the Committee, N. H. Fok, Chan Kam Chuen, and Lui Shui Ming. At the conclusion of the sports the prizes were distributed by Mr. Wong Kwong Tse. The principal events were won by the following:—  
Senior High Jump.—Kwong Kwok Luen.  
Senior 100 yards Flat Race.—Chan Hau Leung.  
Senior Long Jump.—Li Chun Keung.  
Senior 220 yards Flat Race.—Chan Hau Leung.  
Senior 440 yards Flat Race.—Chan Hau Leung.  
Senior 120 yards Hurdles.—Chan Hau Leung.  
Old Boys Race.—Leung Hoi.  
Staff Race.—1, Mr. S. L. Yen; Mr. P. C. Li and Mr. S. I. Liu were respectively second and third.  
Half Mile Flat Race.—Tam Kim Hing.  
The Senior champion was Chan Hau Leung, and the Junior champion, Ip Sui Chuen.

### LOCAL BOXING.

#### COMPETITION NEXT WEEK AT V.R.C.

Entries already to hand in connection with the Amateur Boxing Tournament, which is to be held under the auspices of the Victoria Recreation Club, on Thursday, Friday, and Saturday next number over 50. There are fifteen from the Navy, namely:—H. A. H. Harrow (H.M.S. *Despatch*), 10 stone; A. Burgess (H.M.S. *Ambrose*), lightweight; A. E. Davey (H.M.S. *Ambrose*), lightweight; H. J. Balchin (H.M.S. *Ambrose*), lightweight; N. Bell (H.M.S. *Ambrose*), lightweight; L. G. Rogers (H.M.S. *Ambrose*), lightweight; P. O. Meads (H.M.S. *Tamar*), welterweight; A. B. Easterling (H.M.S. *Citadel*), lightweight; Stoker Thatcher (H.M.S. *Titanic*), welterweight; Stoker Thompson (H.M.S. *Titanic*), middleweight; Boy do Ghy (H.M.S. *Durban*), Bantam, Telegraphist; Johnson (H.M.S. *Durban*), featherweight; Boy Burrows (H.M.S. *Durban*), lightweight; Signalman Thomas (H.M.S. *Durban*), welterweight; Stoker White (H.M.S. *Durban*), lightweight; and H. H. Ross (Bantam Club), heavyweight.  
In connection with the School Boys' competitions, Kowloon British School have sent in six entries; the Diocesan Boys' School eleven, and St. Joseph's College sixteen.

The weighing in of contestants has been fixed for Monday evening.

## HONGKONG'S GOVERNOR.

### HOME PAPER'S FINE TRIBUTE TO SIR R. E. STUBBS.

The *China Express and Telegraph*, in its issue for March 19th, says:—

Reuter informs us that on June 27th, Sir Reginald Stubbs, Governor of Hongkong, will proceed to England and is not expected to return to the Colony. Sir Reginald will then have completed the five year's term of his appointment, and following the usual practice, will make way for another. There can be little doubt that Sir Reginald's first experience as a full-fledged Colonial Governor has been a pronounced success and his future career will be followed with keen interest by all who have witnessed the remarkable strides the distant Colony has made under his guidance.

Hongkong has certainly been satisfied with his administration. Not long ago the unofficial members of the Legislative Council, backed by the local Press and the community, paid him the high compliment of sending to the then Secretary of State for the Colonies a unanimous representation asking that His Excellency's term of office be extended. The suggestion was welcomed by Mr. J. H. Thomas owing to the difficulty of finding suitable men in his own party to act as Colonial Governors. Apparently it is not so with the present Government which has greater resources to draw upon. Apart from the personal qualities that have made him a wise and able Governor and gained him high prestige in Hongkong there are other factors in Sir Reginald's favour.

He is familiar with the Colony's peculiar problems, many of which, such as the big development works, are only now coming to a head. He has the experience of the seamen's strike, almost essential for the man who will guide the Colony through the trials of the next five years. He is the apostle of a financial policy which not only makes the Colony safe from heavier taxation for years to come but at the same time provides many huge public works that cannot fail to enhance the Colony's prosperity. Sir Reginald's successor will have no easy task in assimilating all that has been set going during Sir Reginald's regime, and it seems a pity that, in such happy circumstances as Hongkong presents to-day, there should be any occasion for a change when the community itself is so well satisfied.

## HONGKONG NAVAL DOCK.

### POSSIBLE SALE HINTED AT IN HOME PAPER.

The following passage occurs in an editorial in the *China Express and Telegraph* on the subject of the Singapore Base:—

"We have yet to hear that anyone has ever been moved to protest over Japan's measures to defend her coasts or that any umbrage has been taken in Japan over the existence of the naval dockyard at Hongkong. It is true that expansion at Hongkong, and it is doubtful if we ever intended expanding at Hongkong since for many years it has been a local grievance that the existence of the Naval Dockyard where it is prevents the natural expansion of a very crowded commercial city. It has been suggested that the Admiralty should sell the dockyard at Hongkong, and now that a definite decision has been reached as regards Singapore, this is a matter which will probably be gone into."

## IN MEMORY OF DR. SUN.

### HEUNGSHAN DISTRICT RENAMED "CHUNGSHAN."

The *Canton Gazette* states that the Central Executive Committee of the Kuomintang recently received a proposal from the people of the Heungshan District, the birth-place of the late Dr. Sun Yat Sen, to alter the name to "Chungshan" in memory of Dr. Sun. The Committee petitioned Governor Hu Han Min in support of the proposal. The request has now been sanctioned and a public notification has been issued to the effect that the Heungshan District will hereafter be known as "Chungshan."

## AMATEUR ATHLETIC MEETING.

### TO-DAY'S V.R.C. EVENT.

The Annual Amateur Athletic Sports meeting, open to all in the Colony, the Clubs and H.M. Forces, which is to be held this afternoon under the auspices of the Victoria Recreation Club on the Hongkong Football Club ground at Happy Valley, promises to be very successful, providing the weather holds good.

Yesterday evening, the following heats were decided:—  
100 yards.—Heat 1: 1, P. Remedios, 10-4-5; 2, A. Rahman. Heat 2: 1, L. A. Larvalku, 10-3-5; 2, P. Young. Heat 3: 1, D. D. Urquhart, 10-3-5; 2, H. A. Alves. 120 yards.—Heat 1: 1, B. Alves, 12-4-3; 2, M. P. Remedios. Heat 2: 1, D. D. Ora, 12-3-5; 2, A. Rahman.

## FURNITURE—

Those who would imbue their surroundings with charm will derive much inspiration from a visit to our showrooms before making purchases—All work in this Branch is carried out under European Supervision.

## UPHOLSTERY—

This Department is conducted on Modern Principles. We are therefore in a position to offer you the most serviceable work in Chesterfields, Easy Chairs, Etc.

## BEDDING—

Nature demands that one-third of your life should be given to sleep. It is therefore most vital that your Bedding be always Restful and Hygienic. Our Electric process of re-making Bedding ensures this. It cleanses the stuffing and restores it to its original resilience.

Home Furnishings should Create an atmosphere to harmonize with one's personality.  
To achieve this end Consult.

## LANE, CRAWFORD, LTD.



**C. P. GOERZ**  
LENSES  
CAMERAS  
BINOCULARS



NEW STOCK JUST ARRIVED.

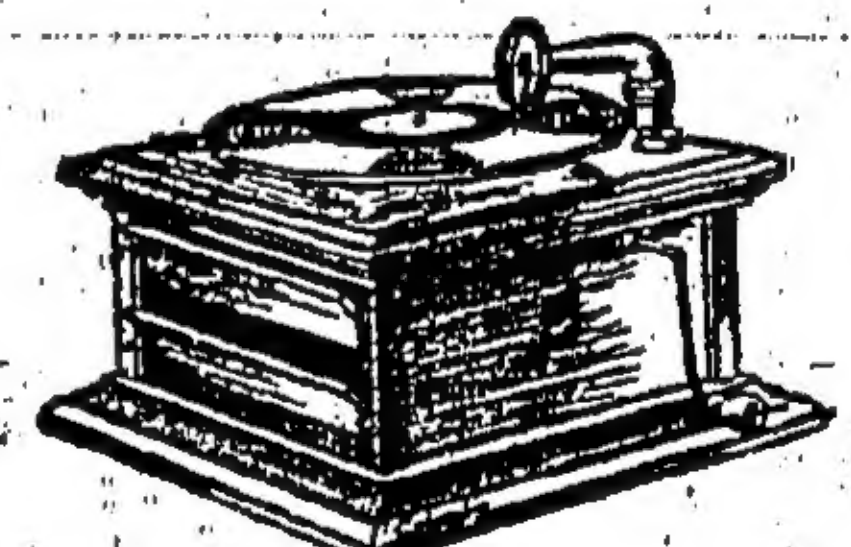
**HALL, LAW & CO., LTD.,**

TELEPHONE C. 3217.

80-82, DES VOUX ROAD C.

## THE NEW ENGLISH

OAK  
MODEL  
\$60.00



MAHOGANY  
MODEL  
\$70.00

**COLUMBIA GRAFTONOLA  
ANDERSON'S.**

**Powell**  
Phone 4578.

## NEW SEASON'S GOODS

**Cretannes, Taffetas  
Casement Cloths  
Poplins**

Curtains and Loose Covers  
Pattern promptly on request.



## NEW ADVERTISEMENTS

## SOCIETY OF ST. GEORGE, HONGKONG.

THE Committee of the Society will lay a WRATH on the Charter on ST. GEORGE'S DAY, APRIL 23rd, at 12.45 p.m. It is hoped that as many Members as possible will be present. [2121]

## NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SARDINIA".  
ARRIVED HONGKONG ON 17TH APRIL, 1925.  
FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at risk in the Godowns of Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf, B.S.N. and B. & P.S.N. Co.'s Steamers.  
Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.  
Goods not cleared within 8 days, including date of arrival will be subject to Rent.  
No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the free storage period.  
All Claims against the Steamer must be presented to the Underwriter on or before the 7th April, 1925, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 17th April, 1925. [2120]

## LLOYD TRIESTINO S.R. CO.

## NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'AOSTA".  
FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless Notice to the contrary be given before 15th instant.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst. or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by our Surveyors, Messrs. GODDARD & DOUGLAS.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.  
Hongkong, 15th April, 1925. [2110]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.  
FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer "CALCHAS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th April.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.  
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd April, will be subject to Rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 6th May, or they will not be recognized. No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th April, 1925. [2115]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MENTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th April.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.  
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd April, will be subject to Rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 6th May, or they will not be recognized. No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th April, 1925. [2115]

## INTIMATIONS

## NOTICE.

WE Have THIS DAY Authorized Mr. R. SCHMIDT to Sign for Our Firm in Hongkong for Procurement.  
CARLOWITZ & CO.,  
Bank of China Building,  
Hongkong, 15th April, 1925. [2102]

## NOTICE.

MR. ISAIAS FRANCISCO DA ROCHA will be in Charge of Our Office during the Absence of Mr. CARL E. NOBLE.  
A. B. THE SWEDISH TRADING CO.,  
FIL IN CHINA, LTD.,  
Hongkong, 14th April, 1925. [2104]

## NOTICE.

I have started Business from Date as Share and General Broker, under the Style and Firm Name of EDWARDS & CO., at the Bank of Canton Building, No. 6, Des Voeux Road Central.  
MR. LEWIS A. TOBIAS, has Full Power to deal in My Name and also Sign for the Firm per Procurement.  
H. E. EDWARDS,  
Member of the  
HONGKONG SHAREBROKERS ASSOCIATION.  
[2107]

## NOTICE.

MONIES up to \$500,000 are available for investments on first class Mortgage security, subject to a trustee valuation.  
Apply to Messrs. DEACON,  
1, Des Voeux Road Central. [2108]

## BY ORDER OF THE FIRST MORTGAGEES.

## PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTIES.

SITUATE at SHAMSHUI in the DEPENDENT OF KOWLOON and COLONY of HONGKONG and known as NEW KOWLOON INLAND LOTS Nos. 221 and 223. Together with All Messages or Tenements and other Erections and Buildings thereon respectively.

## IN TWO LOTS

BY MR. E. V. M. R. DE SOUSA, Auctioneer,

AT THE CHINA AUCTION ROOMS, China Building,

Queen's Road Central, Hongkong,

ON WEDNESDAY,

THE 23RD DAY OF APRIL, 1925,

AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to:  
Messrs. GEO. E. HALL BRUTON & CO.,  
Mortgagees' Solicitors,  
St. George's Building,  
Chater Road, Hongkong,  
or to  
MR. E. V. M. R. DE SOUSA,  
The Auctioneer,  
China Building,  
Queen's Road Central, Hongkong.  
[2111]

## S.S. "ANDRE LEBON."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LERES, etc., and also Cargo from BORDEAUX ex s.s. "VILLE DE METZ", in connection with above steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Notice is received from the Consignee before Noon, To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after Monday, the 20th instant, at Noon, will be subject to Rent and Landing Charges.  
All Claims must be sent in to me on or before Wednesday, the 22nd instant, or they will not be recognized.  
All damaged Packages will be examined on Saturday, the 18th instant, at 10 a.m., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.  
R. BODENFUSCH, Agent.  
Hongkong, 13th April, 1925. [2108]

## THE BEN LINE STEAMERS, LTD.

## FROM MIDDLESBROUGH LONDON AND STRAITS.

## The Steamship "BENLOI".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to Rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst. or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 13th April, 1925. [2107]

## INTIMATIONS

## CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that THE FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS OF CHINA UNDERWRITERS, LIMITED, will be held in the Office of Messrs. SHAW, SONNEN, TOMES & COMPANY, St. George's Building, Chater Road, Hongkong, on SATURDAY, the 27th DAY OF APRIL, 1925, at 11.30 o'clock in the Forenoon, for the purpose of receiving the Report of the General Managers and a Statement of Accounts for the year ending 31st December, 1924, and of Electing a Consulting Committee and Auditors.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, APRIL 15th, to SATURDAY, APRIL 25th, both days inclusive.  
By Order of the General Managers,  
R. FABRY,  
Manager and Secretary.  
Hongkong, 8th April, 1925. [2091]

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, "St. George's" Building, No. 6, CONNAUGHT ROAD, on MONDAY, the 27th APRIL, 1925, at 11.30 O'CLOCK A.M., for the purpose of receiving a Statement of Accounts and the Report of the 31st December, 1924, and Electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 15th APRIL, 1925, until MONDAY, the 27th APRIL, 1925, both days inclusive.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 9th April, 1925. [2092]

## LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that THE THIRTY ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Royal Building, 1st Floor, Street, Hongkong, on WEDNESDAY, 23rd APRIL, 1925, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 20th April, 1925, to 22nd April, 1925, both days inclusive.  
By Order of the Board of Directors,  
S. J. JORDAN,  
Secretary.  
Hongkong, 14th April, 1925. [2113]

## HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FOURTH EXTRA RACE MEETING to be held on SATURDAY, 2nd MAY, 1925 (weather permitting), may be obtained at the Race Course, Howatse Club and Gateway Bar Stables.

Entries will Close at 12 o'clock Noon on SATURDAY, 18th April, 1925. [2088]

## HONGKONG JOCKEY CLUB.

THE Clerk of the Course, Mr. F. SUTTON, having left the Colony all Communications until further notice should be addressed to the STEWARDS, c/o LINTHARD & DAVIS. [2103]

## WANTED.

WANTED Some Old Second Hand CARPETS for Packing Purposes, No Matter How Old but Must be Clean.  
Apply to:  
MR. PERCY SMITH,  
6, Des Voeux Road Central. [2117]

## TO LET.

FROM 1st JUNE to 15th OCTOBER, 1925, THE PEAK.  
Apply—ELDON POTTER,  
Prince's Buildings. [2112]

## TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).  
Apply—  
SECRETARY,  
A. S. WATSON & Co., LTD. [2032]

## TO LET.

STORAGE SPACE on Marine Lots with Godowns and Chinese Houses TO LET.  
W. S. BAILEY & CO., LTD.,  
Kowloon Bay. [1799]

## TO LET.

FROM APRIL FLATS in CHUAN TONG Two Minutes from SHAMPOO BAZIN BAZIN, With Bath-rooms, Kitchens, and Servant Quarters, Electric Lights, and Water.  
Apply—  
E. R. MOGHA,  
25, British Consulate, SHAMPOO. [2037]

## TO LET.

POSSESSION 1st JUNE, "KELLET MANOR" being No. 155, Mount KELLET.  
Apply on the Premises or to:  
MR. H. PERCY SMITH,  
6, Des Voeux Road Central. [2118]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for: Borneo, X.B. X.Y.Z., Y.L. 39, 40, 824, 825, 1608, 1890.

## INTIMATIONS

## WATSON'S Celebrated DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNQUALIFIED by any similar product throughout the world.

## "PYERIS" SPARKLING MINERAL WATER

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

## A. S. WATSON &amp; CO. LTD.

## ARRATED WATER MANUFACTURERS.

ESTABLISHED 1841.

## DEATHS.

HILTZER.—At Shanghai, on April 13th, FREDERICK MEAD HILTZER, infant son of Dr. and Mrs. WALTER C. HILTZER.  
SPARK.—At Hangchow, on April 10th, the result of an accident, DICK FORTY, 10 years, age 29.  
TAIT.—At 21, Eldon-street, Edinburgh, on March 23rd, ANNIE SHAW TROTTER, widow of JAMES TAIT, Amoy, China, and Portobello.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press

HONGKONG, APRIL 18TH, 1925.

## THE DEVELOPMENT OF AIR TRAVEL.

The aeronautical world followed with great interest and satisfaction the recent epoch-making long distance flight from London to India and back. It was made in a D.H. 50 machine, fitted with a 230 h.p. Siddeley engine, piloted by Mr. ALAN COHMAN, and was undertaken in order to enable Sir SERTON BRANCKER to survey air routes to the East and to confer with Government and other officials on the way and in India. At an official welcome extended to the aviators by a large and representative gathering on their return to England "the extremely practical results" that would flow from this great feat were emphasised by several experts who spoke with a due sense of responsibility. Sir PHILIP SARNOCK, M.P. (Under-Secretary of State for Air), observed that this flight had raised the prestige of British flying and had done more than any other single exploit since the war to give direct encouragement to British civilian flying.

"The popularisation of flying as the normal means of communication between the different parts of the Empire," he said, "depended far less on spectacular performances under abnormal conditions than on the evidence their guests had given—that with no more precautions or preparation than was entailed by the ordinary establishment of a commercial air line, British pilots, machines, and

engines, were able to cover enormous distances with complete security." Mr. SORWITT described the flight as one of the greatest ever performed because it was undertaken without any forward organisation, and "in the same way as if Sir SERTON BRANCKER had asked a taxi-driver at Hyde Park to take him to India." That may seem to be the language of exaggeration but we have the pilot, Mr. COHMAN, saying, on the same occasion that "flying is really very simple, and any flight can be made an ordinary affair." There was, really, he said, nothing wonderful about the flight to India and back, and he had been convinced that in ten, or even in five, years' time it would be an every day occurrence.

The need, he added, was to teach the man in the street about flying. Certainly the growing number of enthusiasts in England—the men, who devote their brains and resources to the development of aviation—miss an opportunity of preaching the advantages of aviation and the possibilities the future holds for it. Air travel is steadily coming to be regarded as safe as travel by ship or train. Sir SERTON BRANCKER says that what impressed him about the latest very fine feat of aviation, more than anything else, was "the extraordinary comfort of the flying." It had absolutely ruined him, he said, for any other form of transport and he expressed the opinion that one could fly continuously night and day without nearly as much unpleasantness as in any ordinary railway train. It may take a long time yet to persuade any considerable number of people of this, but it can hardly be doubted, now that "the train to India" has been blazed, the establishment of an air route will not be long delayed, and that it may prove to be the first of many world-paths for air travel and transport. The growing interest in air-transport, in many parts of the world—the establishment of air mails particularly—is a very noteworthy sign of the times.

Mr. W. Meyerick Hewlett, I.R.M. (Consul-General at Amoy, arrived in Shanghai on April 13th. He had the misfortune to be bitten by a dog a week before, and although there is no suggestion that the dog was diseased, his medical adviser considered it better that he should go to Shanghai for the Pasteur treatment. Mr. Hewlett was formerly Consul at Shanghai, and was subsequently stationed at Chengtu.

It is noted in the London papers that the passing of the Red Star liner, *Belgianland* (27,132 gross tons), through the Suez Canal in the last lap of a 30,000 mile cruise around the world with over 450 tourists on board is a matter of outstanding importance, as the *Belgianland* is the largest ship to pass through the Canal. She was the largest ship also to pass through the Panama Canal, thus establishing records for these canals.

A large gathering of members of the Kowloon Cricket Club, and other well-wishers went on board the *Empress of Australia* yesterday to say *Adieu* to Mr. Ezra Abraham, Vice-President of the K.C.C., who left on that vessel for a holiday in Europe. Besides spending some three months in England, Mr. Abraham proposes to make an extensive tour of the Continent, and expects to return to Hongkong shortly before Christmas.

Further appointments to the China Station are:—Lieut. R. W. Gordon, to the *Indefatigable*; Sub-Lieut. E. E. J. Gillman, to the *Despatch*; Sub-Lieut. J. A. E. Tannian, M.B., to the *Cricket*; appointment to *Maotis* cancelled (undated); Lieut. Comdr. E. G. Bindloss to *Harwich* (T), odder (March 31st), and as Fleet (T), odder from date of joining. On March 16th Lieut. E. R. Milnes was appointed to the *Hollyhock* and Lieut. G. A. Clifford to the *Magnolia*.

The total output of the Kailan Mining Administration's mines for the week ending April 14th amounted to 78,000 tons, and the sales to 69,000 tons.

The return of notifiable diseases in the Colony for the 24 hours ended on April 16th shows 1 case each of small-pox, diphtheria, and cerebro-spinal fever, all Chinese.

The Cunard liner *Mauretania* sailed from Southampton for New York on March 21st. Among the passengers booked to travel by her were Mr. and Mrs. D. G. M. Bernard, infant and nurse.

The American Consulate-General, Hongkong, received the following typhoon warning from the Manila Observatory at 11.45 a.m. yesterday: Typhoon in about 138deg. Long. E., 14deg. Lat. N., moving N.

His Honour Mr. H. H. J. Gompertz, the Puisne Judge, who has been in the Colony for the past 24 years, leaves Hongkong to-day on Home leave. During his absence Mr. J. R. Wood will act as Puisne Judge.

Recent wills include the following:—Royall, Mr. Alfred Exe, of The Thatched House Club, St. James's, S.W., and of the Shanghai Club, The Bund, Shanghai, for many years with Messrs. Jardine, Matheson & Co., £23,954.

Owing to ill-health, Sir R. Black has resigned the chairmanship of the Mercantile Bank of India, but retains his seat on the board. Mr. J. M. Byrne has been elected chairman, and Mr. H. Melville Simons succeeds him as deputy-chairman.

At the conclusion of the annual athletic sports, being held under the auspices of Victoria Recreation Club, on the Hongkong Football Club's ground, at Happy Valley, this afternoon, His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.) will present the prizes.

An Indian watchman, who was found to have opium in his possession, whilst being taken to the police station on Thursday by Sub-Detective Andrews attempted to escape. The detective fired at him and wounded him in the heel. He was taken to the Government Civil Hospital.

The following appointments have been made by the Admiralty:—Commr. Engr. T. Closs, to *Titanic*, addl. (March 18th), and for *Marion* (from date of joining). Lieut. Comdr. (R.) B. W. Greenleaf, to *Tanar*, addl. (April 10th), and as assist. to Chief Engr., Hongkong Dockyard (from date of joining).

Sir Paul and Lady Chater left for England by the *Empress of Australia* yesterday. Sir Paul expects to be back here in the early Autumn. Mr. H. P. White travelled by the same vessel and anticipates returning to the Colony before the end of the year.

The highest award of the Bay Scouts Association—the Bronze Cross—has been granted posthumously to mark the heroism of a 13-year-old Chinese boy, Shout Fred (Sui) was a member of the 1st. Highland Troop. When his home caught fire recently he gave the alarm. His father was stupefied and unable to move, and the boy elected to remain with him rather than follow his mother to safety.

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The garrison of Hongkong is to be maintained at the following strength in the coming year:—Royal Artillery, three batteries, 311 of all ranks; Royal Engineers, eight officers and 37 men; Royal Corps of Signals, one officer and 14 men; Infantry, one battalion of 881 of all ranks; Royal Army Service Corps, three officers and 17 men; Royal Army Medical Corps, seven officers and 37 men; Royal Ordnance Corps, five officers and 28 men; together with Colonial and Indian troops, 65 officers and 1,233 and various detachments, making a grand total of 3,014 of all ranks and arms.

"Madame Daisy Leighwang" has been lecturing in Scotland. The lady is the wife of the Legation Secretary at Vienna. She told a Glasgow audience that "the province of Hunan in Central China, one of the most civilised and progressive of all the States of that huge country which contains more people than the whole of Europe, is sometimes spoken of as the 'Chinese Scotland'." A writer in the *Glasgow Herald* says: "It was strange enough to hear the English language flow easily from the lips of Madame Leighwang; it was stranger still to hear the name Scotland linked so closely with an inland province of China. The lecture, however, sufficed to prove that since the revolution in 1912 China has been making rapid strides forward, and it showed the lecturer herself an unusually cultured woman even according to Western standards."

The case entered in the Supreme Court at Seremban F.M.S. in which a Judge claimed damages against a Club for "posting" him has been settled out of Court. When the case was called the Judge presiding over the Court expressed his pleasure at the settlement of the action. It had, he said, obviously been due to a misunderstanding. It seems that the plaintiff had put down his name for a donation of \$100 towards a Christmas Tree. This was a sum in excess of the amount standing to his credit at the Club, but plaintiff's case was that he did not anticipate that this donation would be treated as an ordinary item in his Club account. A curious sequel was that the Club's solicitor asked for costs, "since the suit was withdrawn." After argument, His Lordship said that in view of the letters read it seemed to him that defendants were in a position to make less of having apologized for the action they took. That being the case he did not propose to make any order regarding costs.



## CABLES.

**LATEST CABLES.**  
[THROUGH REUTER'S AGENCY.]  
**BRITISH AIRSHIP ADRIFT.**  
MEMBER OF CREW'S FINE FEAT  
CLEARING CABLES.

LONDON, April 17th.  
When the R33 broke adrift at Pulham, she carried off four mooring wheels, each weighing half a ton, suspended two forward and two aft at the end of cables 100 feet long.

Just off Lowestoft, a member of the crew clambered along the "cat-walk," made a hole in the canvas, and hanging on by his legs and held by another man, he worked with a steel-cutting chisel and hammer until the cables were cut and the wheels dropped, like bombs, into the sea.

The breakaway from the mooring-nast, under stress of the wind, was due to a rotten piece of metal giving way at a concealed spot. The night emergency crew of twenty had just changed with the day crew; but the ship started off before two of the new crew were on board.

Three of the engines were started up within two minutes of the airship getting into motion.

## REPORTING HER POSITION.

The R33 has been in touch with the Air Ministry all night long. She reported at 8.30 this morning that she was 30 miles west by south of Amsterdam.

## CROWDS ARE DISAPPOINTED.

Crowds gathered at Pulham, last night, in anticipation of the return of the R33, and were disappointed when the news leaked out that she was unlikely to be home before late in the afternoon. Anxiety was allayed by assurance from the radio messages, received from the ship, which indicated that the men were as happy as skylarks.

The Meteorological Office forecast is moderate to light north-west wind over the North Sea, with visibility good. Should an increase in the velocity of the wind, delay her arrival till nightfall, the airship will stand off till daylight.

The latest official report at 10 a.m., that the R33 was 37 miles from Lowestoft, and fuel sufficient if she maintains her progress, has given satisfactory confirmation of the belief in her ability to weather the gale. The vessel at present is making a good 9 knots against 20-knot wind from the W.N.W., moderating to 20 miles an hour at 2,000 feet.

The R33 has been sighted near Cromer, travelling at 14 knots.

## EARLIER CABLES.

## WIRELESS IN TOUCH.

LONDON, April 16th.  
The coxswain of the motor lifeboat which followed R33, and has returned to Lowestoft, said that he first noticed the airship when she dropped a white light, which was a signal of distress. He immediately answered her, and she replied seaward. The airship was ten thousand feet up, broadside to the wind, driving eastwards.

There were frequent rain squalls, and visibility was bad. The wind was sixty miles an hour and the sea very rough. When seventeen miles out, a gunboat overtook the lifeboat, which returned. The airship was then apparently on a level keel, going before the wind. The coxswain was of opinion that the crew were contemplating landing on the Dutch coast.

## VESSEL IS LOCATED.

AMSTERDAM, April 16th.  
The wireless station at Rotterdam has located the R33 by wireless in the vicinity of the island of Vesselling.

## SHIP NOT DAMAGED.

LONDON, April 16th.  
The Air Ministry announces that the R33 at four in the afternoon was twenty-five miles north-west of Texel light. Half an hour later she was seventy-five miles north-west of Amsterdam and still maintaining a north-easterly course. It is pointed out that there is no breakage of the airship. The small arm of the masthead at Pulham is broken off and dangling from the bow. This occasioned the report that the bow was damaged. The wind veered to north-west this afternoon, and decreased to twenty-five miles over the north of England, therefore the R33 has been instructed to maintain her present course. She is not expected to return to Pulham to-night.

## FREQUENT SIGNALS.

AMSTERDAM, April 16th.  
R33 is signalling every quarter of an hour, enabling Wallhaven, Croydon, and Pulham aerodromes to locate her position. Apparently there is no professional wireless operator aboard. The wireless bearings show that the airship is moving against the gale, and therefore her engines are still working.

A wireless message has been picked up from the Japanese steamer *Amazon Maru* stating that the R33 is driving towards Edmond, near Alkmaar, with her nose crushed in, and she requires assistance.

(Continued on next column.)

## COTTON INDUSTRY.

MR. HAMMERSLEY'S PLAN IS TOO COSTLY.

LONDON, April 17th.  
According to the *Manchester Guardian*, the recent suggestion of Mr. S. S. Hammersley (C. Stockport) that the cotton industry might be improved by applying a more substantial proportion of Lancashire spinning machinery to the use of Indian Cotton—seems to have met more opposition than support hitherto, both from spinners and manufacturers. It is pointed out that Lancashire merchants established themselves in the markets of the world as sellers of better qualities of cotton cloth; and before Mr. Hammersley's idea of producing the cheapest cotton goods could be carried out, new markets must be found; and by that time the whole position might be changed.

Spinners say a substantial increase in the use of Indian cotton in Lancashire would immediately inflate the price of such cotton and thus destroy any value in Mr. Hammersley's idea as a commercial proposition. And anyhow the cost of altering the mills would be prohibitive as a means of extracting the cotton industry from a "temporary impasse," though it might pay anyone building new mills to equip them for spinning Indian cotton in order to make a bid for the markets of Africa and the Far East.

## ENGINES WORKING WELL.

LONDON, April 16th.  
The Air Ministry announces that the R33 has wirelessed a report that her engines are working O.K.

## SIGHTED NEAR YMUUDEN.

AMSTERDAM, April 16th.  
The R33 was sighted at seven this evening over the fortress of Ymuuden, flying high, in a northeasterly direction. The entire staffs of the Dekedy and Noorderburg aerodromes have been mobilized to assist a landing if necessary, but R33 has changed her direction southwards, and her engines are apparently working well.

## KEEPING IN TOUCH.

LONDON, April 16th.  
The Air Ministry is maintaining regular contact with the R33, which wirelessed at 8.25: "Will make for England when the wind moderates." At 8.45 she wirelessed: "Attempting to return."

Later.  
The Air Ministry announces that the R33 is reported to have crossed the Dutch coast proceeding west-north-west at from 5 to 10 knots per hour. The Admiralty has instructed the *Guldena* to accompany her homeward across the North Sea.

The gale, which had reached a hundred miles an hour in some places earlier in the day, has now subsided considerably. The Air Ministry has precautionarily arranged with continental aerodromes in the event of a forced landing, but points out the risks of landing abroad in unfavourable weather.

The R33 wirelessed at 10.03 p.m. that she did not intend to land at Rotterdam.

## TURNING 'HOMEWARDS.'

Later.  
After her unexpected trip across the North Sea, lashed by the fury of the gale, the R33, which is filled with inflammable gas, with twenty of her complete crew of twenty-eight aboard, commanded by the first Officer (Flight Lieutenant Booth) and including Corporal Potter, the survivor of the R33 disaster, was gallantly battling at midnight towards Pulham, where the aerodrome is illuminated. A landing crew of three hundred prepared for a nightlong vigil. Lieut. Booth has evidently determined not to descend on the Continent, though precautionary arrangements had been made with Holland, France and Germany.

Later.  
The Air Ministry announces that the R33 wirelessed to the *Guldena* at 11.5 p.m. as follows:—  
"My position is 14 miles 255 degrees (compass bearing) from Ymuuden. Am making a little headway. Please close and show searchlight."

Another message sent by wireless a few minutes later to Pulham reported the wind movement, confirmed the airship's progress and asked for the weather forecast.

An Amsterdam message says the R33 has wirelessed to Waalhaven aerodrome that she has enough petrol to last twenty-four hours. The nose of the airship is heavily damaged, but it is not considered that a forced landing in Holland is necessary, anyhow before dawn. She hopes to reach Calais on Friday morning.

## REUTER'S AMERICAN SERVICE.]

## U.S. AIRSHIP ADRIFT.

BELEVILLE (ILLINOIS), April 16th.  
Simultaneously with the recovery of the R33 from Pulham, an American airship, with a crew of seven, broke her steering gear and drifted off via Granite City across the Mississippi. She eventually landed successfully at Black Walnut.

## NEW FRENCH CABINET.

M. PAINELEVÉ SUCCEEDS IN FORMATION.

PARIS, April 17th.  
The Cabinet has finally been composed as follows:—

M. Painelevé—Premier and Minister of War.  
M. Steeg—Minister of Justice.  
M. Briand—Minister of Foreign Affairs.  
M. Caillaux—Minister of Finance.  
M. Schrameck—Minister of Interior.  
Mr. De Monzie—Minister of Education.  
M. Emile Boul—Minister of Navy.  
M. Andre Hesse—Minister of Colonies.  
M. Durand—Minister of Agriculture.  
M. Chaumet—Minister of Commerce.  
M. Laval—Minister of Public Works.  
M. Dufaure—Minister of Labour.  
M. Antierjon—Minister of Pensions.

## UNDER-SECRETARIES' POSTS.

The following have been appointed as Under-Secretaries:—M. George Bonner (To The Premier), M. Ossola (War), M. Danielou (Merchant Marine), M. Eynac (Aeronautics), M. Delbos (Fine Arts and Technical Education), M. Delbos (Liberal Regions), M. Schmidt (To The General Commissioner) and M. Benazet (War).—*Harris.*

## EARLIER CABLES.

## AFTER M. CAILLAUX.

PARIS, April 16th.  
M. Painelevé's friends declare that he will abandon the task of forming a Cabinet unless he obtains the collaboration of M.M. Briand and Caillaux for the foreign and finance portfolios respectively.

It is reported that M. Briand does not favour the inclusion of M. Caillaux in the Cabinet.

The police this morning arrested outside the Quai d'Orsay a disabled ex-soldier, apparently demented, who was brandishing a revolver, declaring that he was waiting to shoot M. Caillaux.

## BITTER PASSIONS REVIVED.

LONDON, April 16th.  
The political revival of M. Caillaux threatens to revive very bitter passions in France, as evidenced by M. Painelevé's difficulties of Cabinet-making.

M. Caillaux was the powerful Finance Minister early in 1914, but fell as the result of an outburst of popular feeling.

Following the acquittal of his wife on a charge of shooting the editor of the *Figaro*, his imprisonment and banishment from Paris in wartime seemed to be a final eclipse, but he re-emerged, meteor-like, last November, after the passing of the Amnesty Bill, when he was welcomed by a section of the Press as a financial genius, alone able to save France, some prophesying his return to power within three months.

M. Caillaux is opposed to a capital levy, but has long been committed to drastic revision of the income tax law.

M. Briand and M. Caillaux have not been friends since the war, while the piquancy of the situation is enhanced by the fact that President Doumergue was President of the Senate when it condemned M. Caillaux in 1918.

## M. CAILLAUX ACCEPTS.

PARIS, April 16th.  
M. Caillaux has accepted the portfolio of Finance, "in principle."

M. Briand is still hesitating about joining the Cabinet.  
A meeting of the Radical Party, of which M. Caillaux was formerly the leader, has unanimously passed a vote of confidence in him, after his speech appealing for support in restoring the Treasury situation was serious, but he anticipated bringing it back to normal.

The meeting was held after a 24 hours' conference of M. Caillaux and the Governor of the Banque de France with the heads of the principal French banks at the Ministry of Finance, when the financial situation was thoroughly explored.

## THE NEW CABINET.

The Cabinet consists of the following:—  
Premier and War Minister, M. Painelevé.  
Foreign Minister, M. Briand.  
Finance Minister, M. Caillaux.  
Education Minister, M. De Monzie.  
Minister of Interior, M. Schrameck.  
Minister of Justice, M. Steeg.  
Minister of Commerce, M. Louchere.

## POST DECLINED.

LATER.  
Last minute changes in the Ministry have been necessitated owing to M. Louchere declining the Ministry of Commerce, which is consequently being filled by M. Chaumet, Minister of Colonies. M. Andre Hesse now takes the latter post.

## SOFIA BOMB TRAGEDY.

THIRTY DEATHS AND TWO HUNDRED INJURED.

SOFIA, April 17th.  
It is believed thirty persons were killed and 200 injured—most of them slightly—in the bomb explosion in the cathedral. The dead include Generals Davidoff and Nerzoff and former Minister Kolonecheff.

It is stated that the body of the assassin of Deputy Mileff, who was killed on February 14th, has been discovered at the spot where M. Mileff was killed. On the body was found a paper, stating that the execution was ordered by the Macedonian Organisation. The man is said to have been an anarchist and habitual murderer.

## FURTHER ATTEMPTS.

While there have been no further serious outbreaks, the Director of the Central Prison was assassinated in the street to-day. An explosion occurred at 3 p.m., three Cabinet Ministers being slightly injured by falling plaster.

The dead include the Prefect of Police and several Deputies. The city is in a ferment and the whole country is very excited. The military have issued a curfew order from 7.30 p.m.

All classes are most indignant at the outrage, following a series of political assassinations and culminating in the attack on King Boris. Citizen Volunteers are enrolling and forming patrols to maintain law and order, under the direction of Generals Rousseeff and Vukoff (Ministers of the Interior and of War). Military units held up and searched all passengers on trains from the city yesterday, and travel is drastically regulated.

## SEVERAL ARRESTS.

Several arrests have been made in connection with the explosion. The Police inquiry showed it was due to an infernal clockwork machine, concealed in a part of the cathedral facing south. The Ministers and Officers most of them escaped, because they had gathered round the coffin in the church.

The Premier and Ministers of War and of the Interior were slightly injured. The Mayor of Sofia and the former War Minister, General Naidenoff, were killed. The King was evaded by crowds in the streets, when he visited the scene of the explosion.

## MARTIAL LAW DECLARED.

LONDON, April 17th.  
It is now stated 140 were killed in the explosion in the cathedral, of whom 29 were women, 10 children, six generals and 39 officers. Martial Law has been proclaimed throughout the country.

## EARLIER CABLES.

## BOMB IN CATHEDRAL.

SOFIA, April 16th.  
Many persons were killed or injured by the explosion of a bomb in Svetanedeja Cathedral during the funeral service of M. Gheorghiev.

Most of the Ministers present were injured.

## LATEST CABLES.

## PRINCE OF WALES.

TAKES TURN AT DRIVING ENGINE IN NIGERIA.

MINNA, Nigeria, April 17th.  
The Prince of Wales arrived here at midnight. The Prince drove the train for half an hour, yesterday afternoon. He was accompanied by the driver, who drove King Edward when as Prince of Wales he visited West Africa en route to India.

## EARLIER CABLES.

REUTER'S AMERICAN SERVICE.]

## ALLEGED POISONING.

SENSATIONAL CHARGE MADE IN CHICAGO COURT.

CHICAGO, April 16th.  
The formal arraignment of the lawyer, Mr. William Shepherd, on a charge of murdering his foster son, the late Mr. William McClintock, the "millionaire orphan," is the latest stage of a sensation creating widespread interest in the United States.

The prosecution alleges that Mr. Shepherd perpetrated the murder last December by means of the administration of typhoid germs, with the object of securing a bequest in Mr. McClintock's will under which he inherited over a million dollars.

It is asserted that accused formerly attended a school of bacteriology conducted by Doctor Fauman, who states that he missed test tubes filled with typhoid bacilli after Mr. Shepherd had left.

The accused to-day pleaded "not guilty."

## POLAND AND SWITZERLAND.

## PRESIDENT OF UNITED STATES' HELP IS SOUGHT.

WASHINGTON, April 16th.  
In conformity with the Polo-Swiss arbitration treaty, concluded last month, Coolidge has requested President Coolidge to accept permanent responsibility on behalf of himself and his successors, for appointing a chairman to the conciliation and arbitration tribunals in any future disputes.

## OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 16th.

KING EDWARD AND SIR SIDNEY LEE.

Perhaps the most remarkable thing about Sir Sidney Lee's biography of King Edward VII. to which I referred in my last week's article is the fact that Sir Sidney Lee was asked to write it. When the great Dictionary of National Biography was published there was intense indignation in Court circles over the article on King Edward which was contributed by Sir Sidney Lee. To say the least the way this writer dealt with King Edward's relations with his Royal mother and the account of his intimate knowledge of foreign affairs were marked by a frankness that was almost aggressive. It was reminiscent of the manner in which the newspapers and authors of political pamphlets used to deal with the House of Hanover at the beginning of the Nineteenth Century.

It is generally accepted as accurate that the article in question was largely based on information supplied by Lord Lansdowne to Sir Sidney Lee. Queen Alexandra was especially annoyed about it; and yet it is by invitation of the Queen Mother and King George that Sir Sidney was invited to write the biography of King Edward which is creating the utmost interest everywhere as a historical narrative of one of the most important periods of English history. The explanation I hear of this is to the effect that both Queen Alexandra and the King are both of opinion that the information at the disposal of Sir Sidney Lee when writing the article in the Dictionary of National Biography was necessarily incomplete; otherwise his views about King Edward would have been modified. Their opinion seems to have been fully justified by the way the King's life and character are portrayed in the volume just published.

## NOTORIOUS CRIMINAL.

There was a sequel to the Robinson & Midland Bank case—in which it came out that Sir Hari Singh had been black-mailing to the tune of £130,000—when William Cooper Hobbs, who had figured in the case was sentenced to two years' hard labour for his part in the infamous fraud. Hobbs, who is 60 years old, was the supposed agent for Appleton & Co., solicitors in the clever scheme whereby the cheque was obtained from the Indian potentate as "hush money." He has had an extraordinary record of life spent on the borderland of the underworld of London.

Now that he has been convicted and sentenced some of the facts of Hobbs's amazing career have begun to come to light. It is said that he never got more than £8 a week as a clerk with Appleton & Co., yet he is worth at least £200,000, all of which has been invested abroad. This fortune was amassed by devious methods. One of the most lucrative was to act as a "compensation lawyer" for people who made claims against insurance companies for motor accidents and the like. He searched the papers for accounts of accidents, and then through one of the many shady folk in his pay the sufferer was approached and an action for damages was suggested. In every instance the victim got little or nothing of what was paid as compensation because Hobbs extracted the spoil in the shape of terrific costs.

He was the friend and adviser of half the "crooks" in London, and indeed there is no end to the many shady activities he practised. And all the time he lived at Putney in a nice house, as a model family man, with every appearance of respectability.

## THE FREE CHURCH.

The other day a Free Churchman called my attention to the increasing use which is being made of liturgical services throughout almost the whole field of Non-conformity in this country. The change has taken place within the last ten years. Before the war not one Non-conformist place of worship in a thousand used a service of this description, but at the present day, especially in the London suburbs, it is the rule rather than the exception in the Wesleyan, Church of Christ, and other churches. The Wesleyans are adopting the Prayer-book of the Church of England for their morning services, and have the old orthodox form at other times.

The Congregational Churches have their own book of worship, and I am informed that it will probably not be long before this is set to music. The only denomination which remains outside this movement towards liturgy is the Baptists.

## LORD READING.

All sorts of speculations have been started by the announcement of Lord Reading's forthcoming visit home, the argument chiefly being that something serious is in question or he would not be given four months leave so near the end of his term as Viceroy of India. But it is stated that nothing more is involved than the discussion of the Indian reform proposals. Lord Reading has had tremendous difficulties.

## CLOSING ST. PAUL'S DOOR.

The whole of the great spaces under the dome of St. Paul's Cathedral is to be closed from the end of March for an indefinite period to enable work to be done to secure the safety of the dome. The pillars carrying the dome are to be strengthened by pouring into the interiors liquid cement under pressure. But there is still uncertainty whether this will be sufficient to make a permanent job of the restoration; and until the cracks and settlement in the pillars have been treated as proposed it is impossible to say anything as to the future work.

The closing of the dome means that the Cathedral will be out of use for national ceremonies such as the funerals of great men, national thanksgiving, memorial services, and services for special occasions for a considerable period. The time is variously estimated from a year to five years. The part of the Cathedral open to the public for worship will be no larger than the accommodation available in one of the City Churches. Thus for a long time the important part that St. Paul's plays in the life of London will be curtailed, although the usual services will go on in the nave and chapels.—H.E.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## POLITICS IN JAPAN.

COALITION CABINET TO CARRY ON GOVERNMENT.

DECISION STILL UNREST.

TOKYO, April 17th.  
Political circles have questioned down as a result of the announcement that the Coalition Government will continue.

Mr. Tanaka, the new Seiyukai President, has refused a Cabinet post, pleading the desire to study party politics unhampered.

Mr. K. Takahashi (Minister of Agriculture and Commerce) has resigned from the Cabinet, pleading his age and the desire for a quiet life.

Mr. Utsuno Noda, Vice-President of the Seiyukai, and Mr. Kurihara Okazaki, Seiyukai Adviser, were this morning installed in the Ministries of Communications and Industry, and Agriculture and Forestry, respectively.

## JAPAN'S NAVAL PROGRAMME.

ONLY SIX INSTEAD OF EIGHT FIRST-CLASS CRUISERS.

TOKYO, April 17th.  
The naval construction programme, as originally laid down, in accordance with the Washington Agreement.

But it is learnt authoritatively that only six first-class cruisers will be laid down. Two more 10,000-ton cruisers—the *Haguro* and *Akiyama*—are contemplated.

The ships under construction include: The aeroplane carriers *Akagi* and *Kaga*, and the 10,000-ton cruisers *Haguro*, *Nachi*, the 7,100-ton cruisers *Furukawa*, *Kikubaru*, and *Mitsushima*, the 5,500-ton cruisers *Abukuma*, *Jinzo* and *Naga*.

In addition there are 10 destroyers, totalling 14,000 tons.

[A cable from Tokyo, dated April 23rd, reads:—The Ministry of the Navy announces that 22 warships are now under construction, of a total tonnage of 124,000. They include: 3 first-class cruisers, 3 second-class cruisers, 10 destroyers, 1 aeroplane mother-ship.]

## [FROM THE "DAILY BELLSTON"]

## R.H. PRINCE CHIEHIBU.

JAPANESE EMPEROR'S SECOND SON TO VISIT ENGLAND.

TOKYO, April 16th.

This evening, the British Society gave a dinner in honour of Prince Chiehibu, the Emperor's second son, who is proceeding to England on the 28th inst.

Those invited included the Premier, Foreign Minister, the British Ambassador, etc.

## "A GOOD PRESS."

MR. STANLEY BALDWIN'S GREATEST SPEECH.

A writer in a Home paper notes that not for a long time has any speech in Parliament had so good a Press as Mr. Stanley Baldwin's on the Levy Bill, a summary of which appeared in our yesterday's issue. The following opinions are quoted:—

"If Mr. Baldwin lives up to the spirit of this speech he will be a great Prime Minister." It was the speech of one who, though the leader of a great party and a great majority, tries to interpret the will of the people irrespective of party, who would rather conciliate than dominate, who can look at the other fellow's point of view, and who does not forget that a Prime Minister owes more to his country than to his party.—*Manchester Guardian.*

It is a very long time since any speech in Parliament has made a more profound impression.—*The Times.*  
Never did a Prime Minister better fulfil his duty to his fellow-countrymen than Mr. Baldwin has done in sending out to men of good will of all classes and all parties an urgent call for co-operation.—*Daily Telegraph.*

Magnanimous and wise, Mr. Baldwin has forgone victory in the hope of bringing about a state of affairs in which neither side shall talk of victory over the other, but of how best to achieve a common end.—*Morning Post.*

It was not only much the best speech that the Prime Minister has ever made, it is very difficult to conceive any speech so such a subject which could have been better.—*Daily News.*

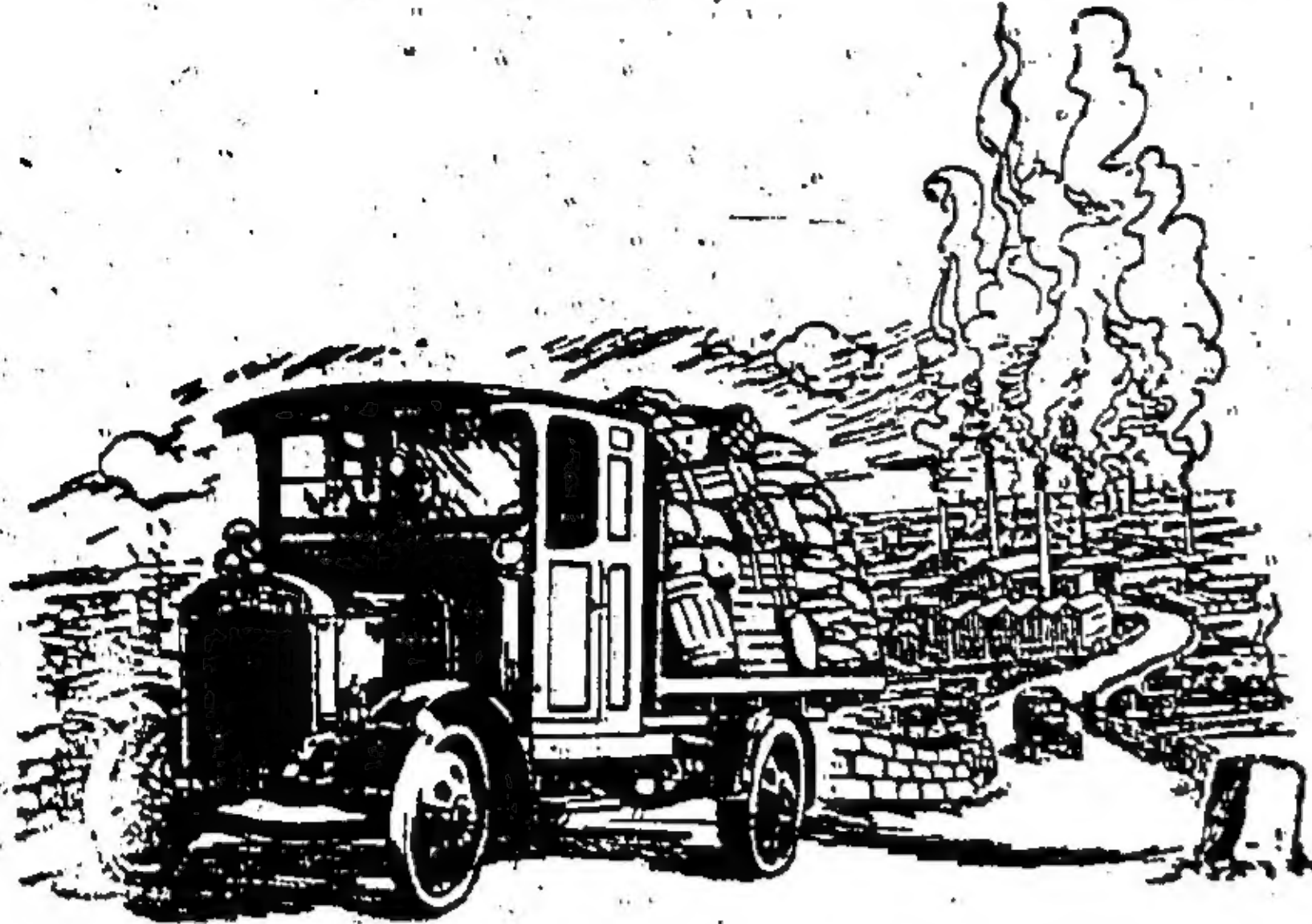
Mr. Baldwin has given his party a new lead and a new spirit and the country a new hope.—*Daily Graphic.*  
To five years. The part of the Cathedral open to the public for worship will be no larger than the accommodation available in one of the City Churches. Thus for a long time the important part that St. Paul's plays in the life of London will be curtailed, although the usual services will go on in the nave and chapels.—H.E.







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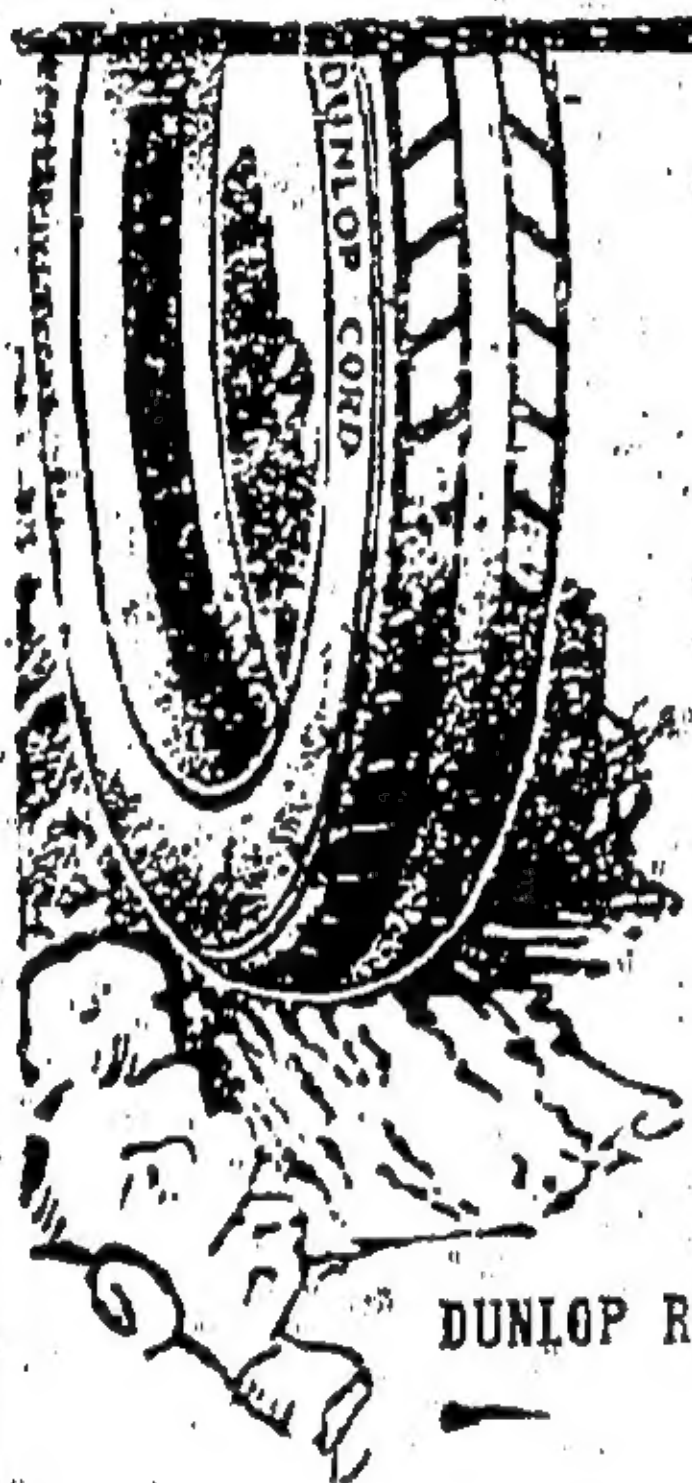
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## THE WORLD'S FLEETS. BRITAIN'S SACRIFICE.

[BY ARCHIBALD HURD.]

The British Fleet is steadily declining in strength. That is the revelation which is made in the official return that has just been issued. It gives particulars of all the various types of men-of-war of the maritime nations of the world, indicating those which are built, are actually building, or have been authorised. It is not a cheerful document to those who realise the complete dependence of the British peoples on sea power. It shows that the Battle Fleet of the British Empire is being scaled down in order that a condition of absolute equality with the United States may be reached. In this respect the figures are not surprising; they merely show that effect is being given to the terms of the Washington Treaty. Whereas we possessed sixty-eight capital ships ten years ago, now we have only twenty-two. When the *Nelson* and *Rodney*, now under construction, are completed in the course of next year the number will fall to twenty; and ten years later the minimum of fifteen will be reached, corresponding to the number of units under the American flag.

This reduction in strength represents a great sacrifice of British tradition, and the sacrifice is much greater than most people appreciate. While in many respects the Dominions have claimed to exercise the full rights of nationhood—Canada even going so far as to appoint her own representative at Washington—the restrictions of the Washington Treaty apply to the whole Empire. The ratios of battleship tonnage and aircraft tonnage include every Dominion as well as the Mother Country. If, for instance, each of the four great Dominions decided to build a vessel of more than 10,000 tons, the number of battleships or aircraft carriers which the Mother Country maintains would have to be reduced eventually to eleven. What it comes to is that the British Empire, in other respects regarded as a league of nations with a large measure of independence, is for naval purposes treated as a single unit with only one battle fleet, and that battle fleet of a restricted size, although its responsibilities extend to all the seas and oceans. When it is considered, as it has been in certain quarters in the United States, that the American people were tricked into an agreement unfavourable to them, these broader considerations ought not to be ignored.

### THE NEXT CONFERENCE.

There is now a suggestion that a further agreement should be negotiated applying to auxiliary craft—cruisers and torpedo boats of all descriptions, including submarines. When the last Conference assembled the Earl of Balfour, with the full support of the Admiralty, Lord Lee of Fareham being then First Lord, declared that the British people could never consent to apply to auxiliary craft the ratios which, at so great a sacrifice, they had accepted in respect of capital ships and aircraft carriers. If the British Empire is to be treated as a naval unit, it is incontestable that it needs more auxiliary ships for the protection of its territories and the defence of its ocean-borne trade than any other unit. It consists of a league of peoples who more or less live by the sea. Practically all the inhabitants of the British Empire are, to all intents and purposes, islanders, with the exception possibly of the Canadians, whose frontier of 3,000 miles marches with the frontier of the United States. In approaching this problem we have to think not of to-day, but of to-morrow, when Canada, Australia, New Zealand, and South Africa, if not the United States, will be far more densely populated than they are to-day and far more dependent upon ocean communications for external trade. The time will come when they will realise, as we have long since realised, that they cannot live in security and comfort unless they can ensure the freedom of the seas at all times—in war as well as in peace. It may be that by the time the population of the Dominions has doubled or trebled some scheme will have been adopted rendering naval defence unnecessary, but that day cannot come until a policy of limitation of the strength of armaments, if not of all forces, universal in its application, has been adopted, for the Navy is the defence against invasion.

The official return shows that there is no foundation for the suggestion that any of the maritime Powers are engaged in "the mad race" of which there has been so much talk, though Japan is very active, as the following figures show:

	1914.	B't. B't'd.g. Total.
British Empire	108	18
United States	30	30
Japan	27	27
France	30	30
Italy	20	3

	1925.	B't. B't'd.g. Total.
British Empire	49	8
United States	31	1*
Japan	23	11
France	16	9
Italy	13	2†

\* Eight others authorised, but no money yet provided for their construction.  
† Three others projected but not yet authorised.

### WHAT IS OUR CRUISER POLICY?

Those figures take into account all cruisers which are now effective and also all cruisers for which money has been voted by the various Parliaments. When it is suggested that a new rivalry in naval armaments is developing, the critics must be asked to explain away these authentic figures. They would have a better case if they restricted themselves to submarines and destroyers, for some nations are very busy in turning out these craft. France has 59 submarines building or projected, as well as 57 destroyers and destroyer leaders; Japan has 28 submarines and 23 destroyers in hand; Italy 20 and 24 respectively; and the United

(Continued on next column.)

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Hongkong, 14th April, 1925. [2089]

States 15 and 12. We are building four submarines, two destroyers, and one destroyer leader only, though we are far weaker already in both classes than the United States. So we are certainly not sinners in this respect!

In our own Parliament the Admiralty has been made the special target of attack, owing to its programme of new cruisers. In spite of the denials of Mr. Ramsay MacDonald and his colleagues last year that any suggestion has been made that we should even build up our cruiser strength to the figure at which it stood on the eve of the war, the Admiralty is said to be "forcing the pace." The number of cruisers of the British Empire has declined from 120 to 37, which includes three vessels laid down during the war and the five which have just been begun, in accordance with the decision of the Socialist Government. It cannot honestly be contended that the Admiralty programme, which foresees a cruiser strength of 52 effective vessels for duty on the 30,000 miles of our trade routes, and for service with the Battle Fleet, is an unreasonable one. Whether it would, indeed, prove adequate to the varied needs of the British people is a matter of serious doubt. But, at any rate, if cruisers as they grow old are not to be replaced, what is the alternative of the pacifists? That is a question to which Parliament, sooner or later, will have to turn its attention.

It is not an axiom that if defence by sea is not provided on an adequate scale, it would be better policy to have no defence at all. A weak fleet is a snare and a delusion—weak, that is, in relation to the strength of other fleets and the responsibility which will devolve upon it in time of war. We have to think in terms of the Home Seas, the Mediterranean, the Atlantic, the Pacific, the Indian Ocean, and China waters. These seas bear not merely our wealth, but the food upon which we live and the raw materials which we convert into manufactured goods in order to pay for our food. If this ocean-borne trade is to be defended at all the defence must be such as to give to reasonable measure of security, otherwise it were far better to accept the full risk and abandon all idea of spending millions every year on a fleet so weak that it cannot hope to fulfil its mission.

It may be expedient to postpone laying down additional cruisers this year on economic grounds, but any such decision does not affect the problem, which is whether fifty-two cruisers—the Admiralty's suggestion—constitute an exaggerated claim in view of the needs of the Battle Fleet, on the one hand, and, on the other, of the trade routes. When obsolete cruisers should be replaced is a distinct and separate question, which raises matters of finance, and therefore of national well-being. *Daily Telegraph.*

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MANILA	"YUENSANG"	Monday, 20th Apr., 3 p.m.
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TIENTSIN	"CHIPSANG"	Sunday, 26th Apr., Noon.
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STRAITS & CALCUTTA	"FOOSANG"	Saturday, 2nd May, 3 p.m.
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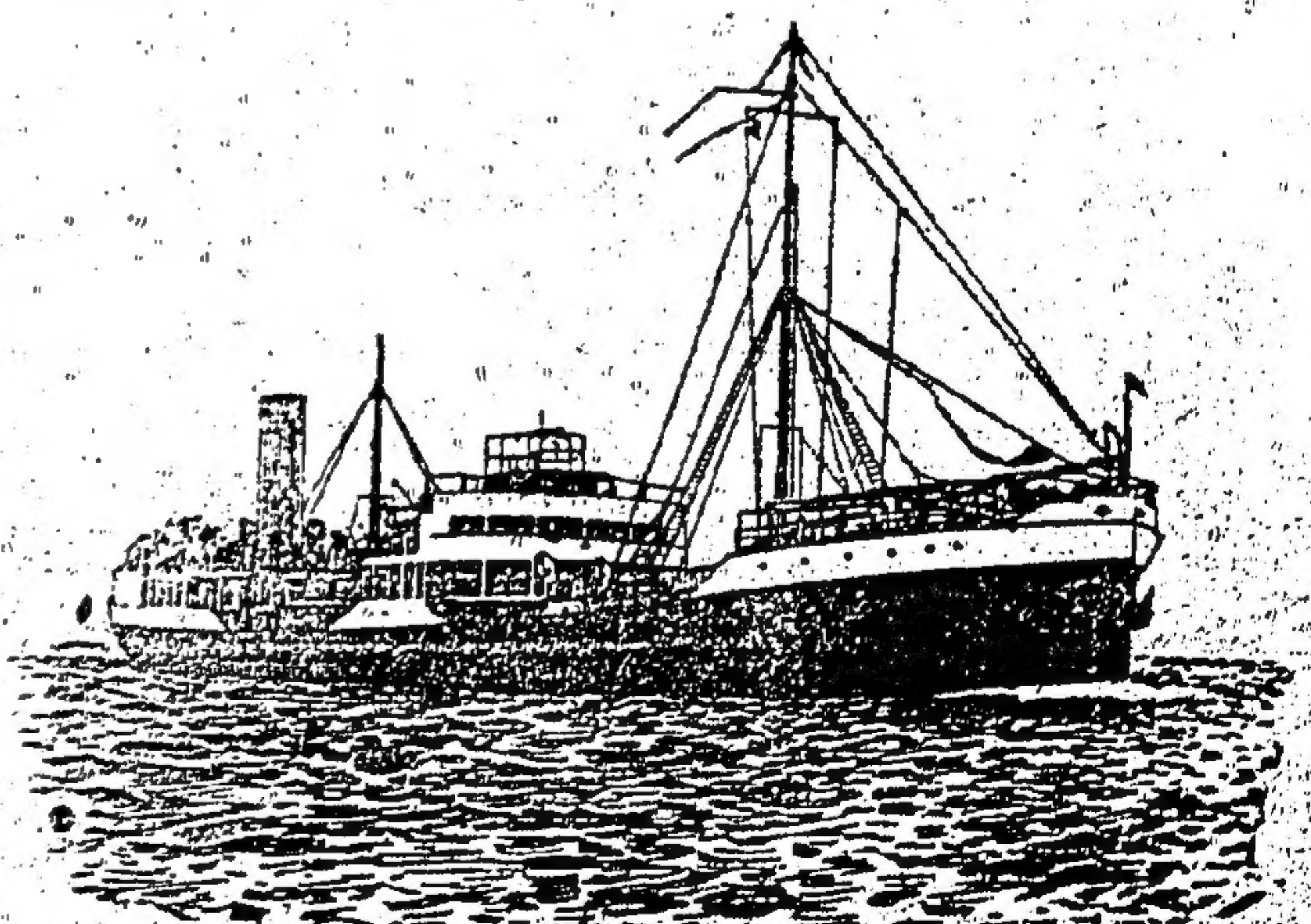
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"ALPORA"	8,373	12th May	Singapore Penang, & Bombay
"SARDINIA"	8,584	16th May	Singapore, Penang, Colombo & S'way.
"SOUDAN"	8,586	28th May	Singapore, Penang, Colombo & S'way.
"MORRA"	10,911	30th May	Marselles & London
"KAGAYA"	8,584	31st May	Singapore, Penang, Colombo & S'way.
"SICILIA"	8,584	10th June	Singapore, Penang, Colombo & S'way.
"KALYAN"	8,584	13th June	Marselles & London
"MALWA"	10,941	17th June	Singapore, Penang, Colombo & S'way.
"DELTA"	8,007	6th July	Singapore, Penang, Colombo & S'way.
"KASHMIR"	8,584	11th July	Marselles & London
"SARDINIA"	8,584	22nd July	Singapore, Penang, Colombo & S'way.
"MANTUA"	10,908	25th July	Marselles & London
"KASHGAR"	8,008	3rd Aug.	Singapore, Penang, Colombo & S'way.
"MAHARAJA"	11,089	22nd Aug.	Marselles & London
"NAGPORE"	8,383	5th Sept.	Marselles & London
"KARMAIA"	9,098	19th Sept.	Marselles & London

**BRITISH INDIA-APCAR SAILINGS**

S.S.	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	15th Apr.	Singapore, Penang & Calcutta.
"TILAWA"	10,000	1st May	do.
"TALAMBA"	8,018	6th May	do.
"TAKIWA"	7,928	21st May	do.
"TAKIWA"	7,928	23rd May	do.
"TAKADA"	8,849	4th June	do.

**EASTERN AND AUSTRALIAN SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	29th April	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,968	3rd June	do.
"ARAFURA"	6,000	1st July	do.
"ST. ALBANS"	4,500	29th July	do.
"TANDA"	6,968	2nd Sept.	do.
"ARAFURA"	6,000	30th Sept.	do.

\* S.S. "TANDA" calls at Kolambagan.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Dool, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the Company's Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

S.S.	Tons	From Hongkong (about)	Destination
"NAGAYA"	6,854	24th Apr.	Shanghai, Moji & Kobe.
"TAKIWA"	7,928	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
"MORRA"	10,911	1st May	Shanghai & Kobe.
"SOUDAN"	8,586	1st May	Shanghai & Kobe.
"TAIPEI"	7,928	5th May	Shanghai, Moji, Kobe & Yokohama.
"KALYAN"	8,584	9th May	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,584	15th May	Shanghai & Kobe.
"TAKADA"	8,849	17th May	Shanghai, Moji, Kobe & Yokohama.
"MALWA"	10,941	28th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	6th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,584	12th June	Shanghai, Moji & Kobe.
"DELTA"	8,007	12th June	Shanghai, Moji & Kobe.
"MANTUA"	10,908	24th June	Shanghai & Kobe.
"SARDINIA"	8,584	28th June	Shanghai & Kobe.
"ST. ALBANS"	4,500	4th July	Shanghai, Moji & Kobe.
"KASHGAR"	8,008	10th July	Shanghai, Moji & Kobe.
"SOUDAN"	8,586	10th July	Shanghai, Moji & Kobe.
"MAHARAJA"	11,089	24th July	Shanghai, Moji & Kobe.
"KARMAIA"	9,098	24th Aug.	Shanghai & Kobe.
"SICILIA"	8,584	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
"TANDA"	6,968	31st Aug.	Shanghai.
"NAGAYA"	6,854	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	8th Sept.	Shanghai & Kobe.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe.
"ST. ALBANS"	4,500	3rd Oct.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All Cables are fitted with Electric Fans free of charge.  
Passengers are asked to pay more than 50 ft. x 1 ft. will be received at the Company's Office up to the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

P. &amp; O. Building, Central Road Central, HONGKONG

Agents.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

**REGULAR SERVICE** of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAICHING	—	Capt. W. E. Turnbull	Tuesday, 21st Apr. at 1 p.m.
HAICHING	—	A. H. Stewart	Friday, 24th Apr. at 4 p.m.
HAICHING	—	Capt. Ellis Walker	Tuesday, 28th Apr. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Hanks Pier).  
Round Trip Tickets will be issued from Hongkong to Fuchow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING" "HAICHING" and "HAICHING" at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LAFRAIR & CO.**

General Managers

**CHINA NAVIGATION CO., LIMITED.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 18th Apr. 11 a.m.
SHANGHAI & TSINGTAO	"CHUSAN"	On 18th Apr. 11 a.m.
SWATOW & SINGAPORE	"KWANGCHOW"	On 18th Apr. 11 a.m.
SWATOW & SINGAPORE	"SOOCHOW"	On 19th Apr. 11 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 30th Apr. 5 p.m.
SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"NINGHAI"	On 21st Apr. 4 p.m.
HOIHOW & SINGAPORE	"TIAN"	On 22nd Apr. 10 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 22nd Apr. 11 a.m.
SWATOW & SINGAPORE	"SHANTUNG"	On 23rd Apr. 11 a.m.
SHANGHAI & NEWCHANG	"TIENTSIN"	On 23rd Apr. 4 p.m.
SHANGHAI & SINGAPORE	"KWEIYANG"	On 25th Apr. 10 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 25th Apr. 11 a.m.
SWATOW & SINGAPORE	"KALGAN"	On 25th Apr. 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 28th Apr. 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Apr. 11 a.m.

**SHANGHAI LINE**—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow) and extending to Pukow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

**BAEKHOE LINE**—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE.**

Telephone Central 22.

CARGO AND PASSAGE CAN BE SECURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

**AUSTRALIAN ORIENTAL LINE****HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS**

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Rango, Thursday I., & Aus. Ports on or about
"TAIWAN"	4th May	5th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

**BUTTERFIELD & SWIRE.**

Telephone No. Central 22.

**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails 10th May

**LLOYD TRIESTINO.****REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).**

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ATL. ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

**\$66.****NEXT SAILINGS**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "SILVIO PELLICO" (cargo only) ... Sails about 18th Apr.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'ACOSTA" ... Sails about 2nd May

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 21st May

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED**

Telephone Central 1228.

Agents

**KONINKLYKE PAKETVAART**  
**MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

**THE STRAMSHIP****"VAN OVERSTRATEN"**

23rd April, 1925.

For SINGAPORE, PENANG and BELAWAN-DELI DIRECT

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents—

**JAVA-CHINA-JAPAN-LIJN,**

Telephone 1574.

YONG BUILDING, CHATELAIN ROAD.



## POST OFFICE NOTICE

Transmission of Radio Telegrams to Swatow is suspended.

## INWARD MAILS.

FROM	PER	DATE
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. McKinley	18th April
SHANGHAI	Linan	18th April
SHANGHAI	Seachuen	18th April
SEALTS	Hakone Maru	20th April
SHANGHAI	Hakone Maru	20th April
SHANGHAI	Hakone Maru	20th April
JAPAN	Empress of Asia	22nd April
CANADA, U.S.A., JAPAN & SHANGHAI...	Pres. Cleveland	23rd April
JAPAN & SHANGHAI	Hakone Maru	24th April
MAINTA	Pres. McKinley	26th April
AUSTRALIA AND MANILA	Tanda	8th May

## OUTWARD MAILS.

FOR	PER	DATE
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via MARSEILLES—due Marseilles, 16th May...	Karmala	Saturday, 18th, 8.45 A.M.
Shanghai	Chusan	9.30 A.M.
Fort Bayard, Haiphong and Haiphong	Song Bo	9.30 A.M.
Haiphong	Batavia	10.00 A.M.
Java via Batavia	Tisalak	11.30 A.M.
Saigon, Straits, Mauritius and S. Africa	Armanestan	12.30 P.M.
Bangkok	Linan	2.00 P.M.
Haiphong and Haiphong	Mingwang	Sunday, 19th, 8.30 A.M.
Manila	Pres. McKinley	9.00 A.M.
Swatow, Amoy and Foochow	Kuojo Maru	9.00 A.M.
Swatow and Bangkok	Kuangchow	9.00 A.M.
Swatow & Bangkok	Yut King	Monday, 20th, 8.30 A.M.
Shanghai & Japan	Hakone Maru	10.30 A.M.
Straits and Calcutta	Amoying	1.00 P.M.
Manila	Yut King	2.00 P.M.
Straits & Egypt	Yut King	2.30 P.M.
Amoy	Yut King	3.30 P.M.
Swatow	Yut King	3.30 P.M.
Macao	Yut King	4.15 P.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa	Naggers	Tuesday, 21st, 10.00 A.M.
Shanghai, Japan, Honolulu and San Francisco—due San Francisco 19th May—Europe via Siberia (Correspondence specially super-cabled "via Siberia" only)...	Shingo Maru	10.30 A.M.
Swatow, Amoy and Foochow	Hai Ning	Noon
Shanghai & Wei Hai Wei	Hai Ning	2.30 P.M.
Macao	Chuencho	4.15 P.M.
Japan, Canada, U.S.A., C. & S. America & Europe via Victoria, B.C.—due Victoria, B.C. 18th May	Philosoles	Wednesday, 22nd, 8.45 A.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 3rd May	Aki Maru	Wednesday, 22nd, 8.45 A.M.
Shanghai and Japan	Shidzuka Maru	Thursday, 23rd, 9.30 A.M.
Swatow, Amoy and Foochow	Hai Ning	Friday, 24th, 3.00 P.M.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America & Europe via San Francisco—due San Francisco 19th May	Pres. Cleveland	Saturday, 25th, 8.45 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via MARSEILLES—due Marseilles, 16th May	Hakone Maru	Registration 8.45 A.M.
Saigon, Straits, Ceylon, India, Mauritius, Aden, Egypt and Europe via Marseilles—due Marseilles, 26th May—Ship sails at 4 p.m. on Sunday, the 26th April	Paul Local	Reg. 8.00 P.M.

\*Correspondence bearing vessel's name only.

# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE.

"LYCAON" 20th Apr. Marseilles, London, Rotterdam & Hamburg.  
 "HECTOR" 5th May Marseilles, London, Rotterdam & Glasgow.  
 "CALCHAS" 19th May Marseilles, London, Rotterdam & Hamburg.  
 "MACHAON" 25th May London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE.

"NINGHOW" 20th Apr. Genoa, Marseilles, Liverpool & Glasgow.  
 "AJAX" 1st May Marseilles, Havre, Liverpool & Glasgow.  
 "OANEA" 20th May Genoa, Marseilles, Liverpool & Glasgow.  
 "AUTOMEDON" 1st June Marseilles, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE.

(via KOBE & YOKOHAMA).  
 "PHILOCTETES" 2nd Apr. Victoria, Seattle & Vancouver.  
 "TALITHIUS" 15th May Victoria, Seattle & Vancouver.

## NEW YORK SERVICE.

(via SUEZ or PANAMA).  
 "HELENUS" 15th Apr. Boston, New York & Baltimore via Suez.  
 "JASON" 7th May Boston, New York & Baltimore via Suez.  
 "DIOMED" 7th June Boston, New York & Baltimore via Suez.

## PASSENGER SERVICE.

"HECTOR" 5th May Singapore, Marseilles & London.  
 "SABEDON" 18th June Singapore, Marseilles & London.  
 "TALITHIUS" 24th July Singapore, Marseilles & London.  
 "ANTENOR" 25th Aug. Singapore, Marseilles & London.  
 "HECTOR" 20th Oct. Singapore, Marseilles & London.  
 "SABEDON" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield &amp; Swire, Agents.

## COMMERCIAL.

## OPENING QUOTATIONS.

April 17th, 1925.

On London—	
Telegraphic Transfer	1/3
Bank Bills, on demand	1/3 1/16
Bank Bills, at 30 days' sight	1/3 1/16
Bank Bills, at 4 months' sight	1/3 1/16
Credits, at 4 months' sight	1/3 1/16
Documentary Bills, 4 months' sight	1/4
On Paris—	
Bank Bills, on demand	1040
Credits, 4 months' sight	1140
On New York—	
Bank Bills, on demand	54
Credits, at 30 days' sight	55 1/2
On Bombay—	
Telegraphic Transfer	151 1/2
Bank Bills, on demand	151 1/2
On Calcutta—	
Telegraphic Transfer	151 1/2
Bank Bills, on demand	151 1/2
On Rangoon—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama—On demand	127
On Manila—On demand	108 1/2
On Singapore—On demand	133 1/2
On Batavia—On demand	nom.
On Haiphong—On demand	nom.
On Saigon—On demand	nom.
On Bangkok—On demand	82 1/2
Exchange, Bank's Buying rate	8.84
Gold LEAS, 100 fine per tael	47.01
SILVER, per oz.	51.718

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000

Issued and Fully Paid-up ... \$20,000,000

Reserve Funds ... \$4,500,000

Surplus ... \$26,500,000

Reserve Liability of Proprietors ... \$20,000,000

## Court of Directors:

G. M. Young, Esq., Chairman.

H. P. White, Esq., Deputy Chairman.

R. D. F. Beth, Esq., Hon. Mr. A. O. Lang.

W. H. Bell, Esq., W. L. Patterson, Esq.

A. E. Compton, Esq., J. A. Plummer, Esq.

Hon. Mr. F. H. Holyoak, T. G. Weal, Esq.

## Chief Manager:

A. H. Barlow, Esq.

Manager, Shanghai—G. E. Stitt, Esq.

## LONDON BANKERS:

WESTMINSTER BANK, LTD.

## CURRENT ACCOUNTS opened in Local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st February, 1925. [87]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG &amp; SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 2 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG &amp; SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the HONGKONG &amp; SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Chief Manager.

Hongkong, 7th January, 1925. [35]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1852.

## HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,000,000

Reserve Fund ... \$4,000,000

Reserve Liability of Proprietors ... \$2,000,000

## FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 15th, 1925. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 22,500,000

Reserve Fund ... Yen 12,800,000

## HEAD OFFICE—TAIPEI, FORMOSA.

## BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, etc.

CHINA—Peking, Tientsin, Hankow, etc.

FORMOSA—Keelung, Tainan, etc.

AMERICA—San Francisco, New York, etc.

LONDON BANKERS:

LONDON COUNTRY WESTMINSTER AND PARK BANK

The Bank has Correspondents in Commercial Centers in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines Islands, Java, and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

Z. YAMAMOTO, Manager.

HONGKONG BRANCH, 4, Des Voeux Road, Hongkong, 25th June, 1924.

# "Embassy" Virginia Cigarettes

Finest Quality



The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.

Sold in tins of 50's and 25 Cigarettes also packets of 10's

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 16, Gracechurch Street, London, E.C. 2.

Authorized Capital ... \$20,000,000

Subscribed Capital ... \$12,500,000

Paid-up Capital ... \$12,500,000

Reserve Fund ... \$1,200,000

## BRANCHES:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Canton, Hongkong, India, Japan, London, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Tientsin, Yokohama.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS, Acting Manager.

7, Queen's Road Central, Hongkong, April 17th, 1925. [30]

## BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 94 Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000.00

Paid-up Capital ... Frs. 28,400,000.00

Reserve Fund ... Frs. 23,577,324.54

## BRANCHES:

Bangkok, Canton, Hongkong, India, Japan, London, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Tientsin, Yokohama.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS, Acting Manager.

7, Queen's Road Central, Hongkong, April 17th, 1925. [30]

## THE NATIONAL PROVINCIAL BANK, LIMITED.

HEAD OFFICE: 1, The National Provincial Bank, Ltd., The Guaranty Trust Co. of New York.

New York BRANCHES: The Irving National Bank, The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYE TSI, Manager.

Hongkong, September 6th, 1921. [33]

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924.

With Index. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

Printed and Published by BEYHAM AUGUSTUS HALL for the HONGKONG DAILY PRESS, Ltd., at 11, (Upper) Road, Victoria, (Hongkong). London: Official Press: Street, E.C. 4.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE—HONGKONG.

Authorized Capital ... \$10,000,000

Paid-up Capital ... \$5,000,000

Reserve Fund ... \$1,000,000

## DIRECTORS:

Hon. Mr. Chow Shou Sen, Chairman.

Pung Ping Shan, Ng Ching Lok, Huiyuh Tai.

Li Koon Onn, Pong Wai Ting, Kan Ying Po.

P. K. Kwok, Mok Ching Hong, Chan Ching.

Wong Yun Fung, Shek.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES To Let.

KAN TONG PO, Chief Manager.

Hongkong, 18th February, 1925. [24]

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$50,000,000.00

Paid-up Capital ... \$12,578,600.00

Reserve Funds ... \$4,120,438.36

## HEAD OFFICE—PEKING.

HONGKONG BRANCH: 7, Queen's Road Central, Hongkong.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS: The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

New York BANKERS: The Irving National Bank, The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYE TSI, Manager.

Hongkong, September 6th, 1921. [33]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 80,500,000

## HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:

Batavia, Kobe, Hongkong, Bombay, London, Shanghai, Canton, Yokohama, Hankow, Peking, Tientsin, etc.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

S. ARIMA, Manager.

Hongkong, 11th March, 1925. [20]